

"PROTECTING GRAIN ELEVATORS" IN THIS ISSUE

THE AMERICAN

ELEVATOR AND

GRAIN

TRADE

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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Mitchell Brothers Publishing Co.

Vol. XXXVI.

CHICAGO, ILLINOIS, JULY 15, 1917

NO. 1

One Dollar Per Annum
SINGLE COPIES, TEN CENTS

YOUR CONSIGNMENTS
RECEIVE A WELCOME
WHICH PROTECTS
YOUR VERY OBJECT

McKENNA & RODGERS

GRAIN

60 BOARD OF TRADE
CHICAGO

OUR EARNEST APPEAL
ASSURES A GOOD DEAL

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& Co.**

322 Postal Telegraph Bldg.

Direct Private Wires to New York and Illinois and Iowa Points

GRAIN,
PROVISIONS,
STOCKS,
BONDS.

We solicit consignments and offers of
cash grain, also future delivery orders
on all exchanges.

CHICAGO

We Solicit Your
Consignments

Harris, Winthrop & Co.

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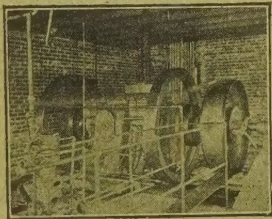
STOCKS-BONDS-GRAIN

The Rookery
CHICAGO

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Quickly started. Easily handled, requiring only incidental attention. Smooth governing, low fuel consumption, at full and fractional loads. Uses cheapest crude or fuel oil. Satisfaction guaranteed. Simplicity very appealing. Strongly constructed and long life. Write today for abundant facts and proof of what thousands of others have been accomplishing.

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Sizes 10, 20, 25, 30, 35, 40, 45, 50, 55, 60, 70, 80, 85, and 100 H. P. Write today.

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Carlisle Commission Co.

(Established 1889)

Hay and Alfalfa Meal Products

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(The World's Greatest Hay Market)

If you have Hay we want it—if you want Hay we have it. We have unequalled facilities, the largest established trade and outlet. Liberal advances on consignment. Kansas City handling charges the lowest, service the best.

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The WAGNER

Covers all markets. Ask for the weekly or daily issue. Has the largest circulation of any grain literature.

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Established 30 years

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SAVE 50%

of the cost of unloading grain, seeds, coal
and any bulk freight by using the

CLIMAX SCOOP-TRUCK

A thousand men will certify that.

Capacity 2½ Bushels Grain
200 Pounds Coal

Price \$13.00

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**DETROIT
SCOOP-TRUCK COMPANY**

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Economy and Satisfaction
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Dixon's SILICA Paint
GRAPHITE

is used by the leading grain elevator
concerns, because it LASTS LONGER
and costs less per year of service.

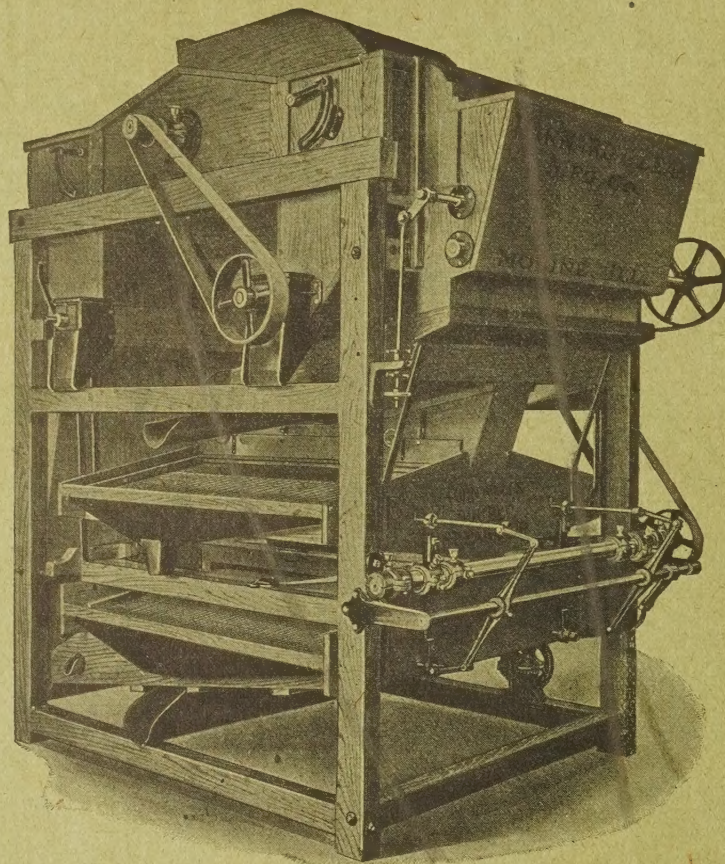
Write us for particulars, addressing
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Made in JERSEY CITY, N. J., by the

Joseph Dixon Crucible Company

ESTABLISHED 1827

Everything Desirable



Barnard's Separators Contain Every Desirable Feature

The journal boxes and eccentrics are self-oiling in the latest and most perfect manner.

The sieve cleaning device which is applied to the under side of the sieves, is superior to any other device used for the purpose. It lifts the clogged material out of the holes and causes it to fall over instead of assisting it to pass through with the grain.

The settling chambers are extra large, and thoroughly collect all heavy material, allowing only the light dust to be blown out by the fan.

The sieves are all adjustable and are easily removed and changed for different kinds of grain.

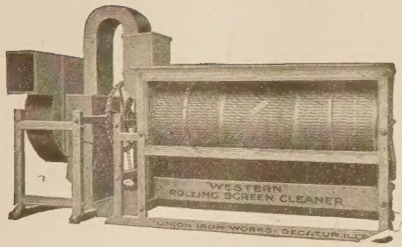
In short, these machines are light running, easily controlled and operated, have large capacity, are durable and efficient.

We furnish them under the fullest guarantee.

BARNARD & LEAS MFG. CO.

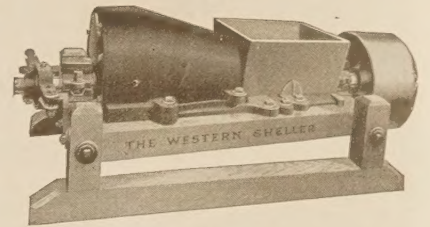
**MILL BUILDERS AND
MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



"Western" Rolling Corn Screen Cleaner

"Western" Elevator Equipment



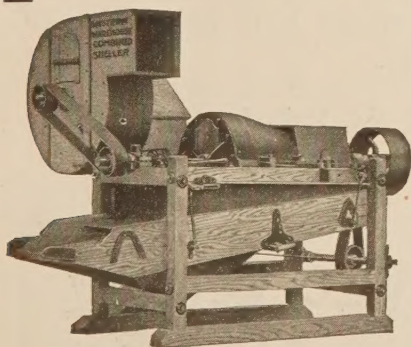
"Western" Pitless Warehouse Sheller

Is Not Complicated

On the contrary if any damage should happen they can be repaired very easily, therefore you do not have to spend a lot of money for replacements and repair bills. They have been perfected by years of experiment and will do efficient work under all conditions.

"WESTERN" Elevator Machines are the machines of the future as well as today. They are built on sound principles and sell on the record of their performance. Your business will increase if you equip your plant with the "Western" line. They will always be ready to handle your grain when called upon. You can place your dependence in them.

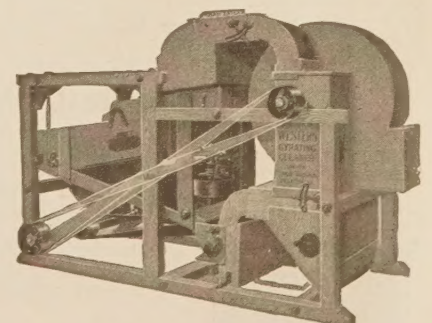
Before building your new elevator or remodeling your old plant, investigate the WESTERN LINE. A careful comparison between these machines and others will readily convince you of their superiority. Write or wire for our catalogue containing complete line of grain elevator equipment.



"Western" Warehouse Combined Sheller

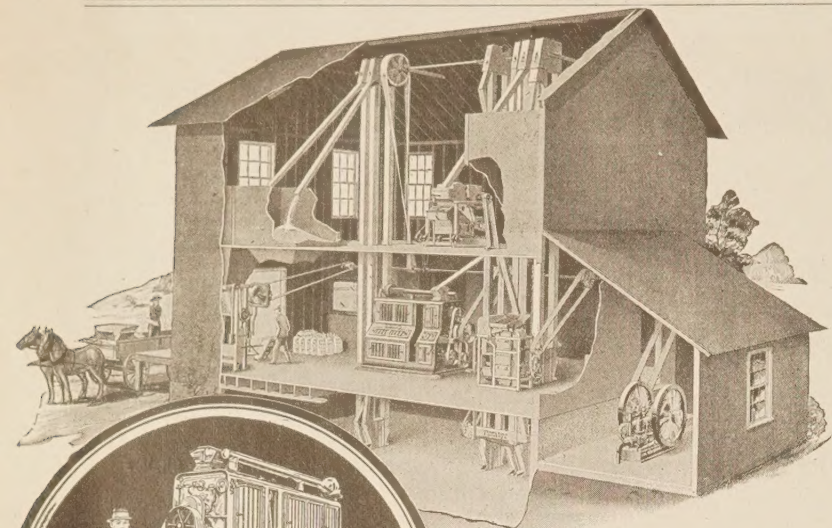
Union Iron Works

Decatur, Ill., U. S. A.



"Western" Gyrating Cleaner

Complete line of Shellers and Cleaners kept at 1221-23 Union Ave., Kansas City, Mo.



AMERICAN MARVEL mills are made in 15, 25, 40, 50, 75 and 100-barrel capacities. The illustration shows a 25-barrel mill installed in a 24x36ft. building complete with all equipment and ready to operate. Engine room at one end. Compare this with complicated long-system equipment.

Self Contained—All Capacities
No New Building Needed

Read These Letters From Old Long-System Millers Who Have Found The Better Way

M. L. Snyder & Sons,

Lewistown, W. Va., write:

"After nine years' experience with a good 25-barrel long-system mill and two years' experience with an AMERICAN MARVEL mill, under the same conditions, with the same miller, we find everything in favor of the AMERICAN MARVEL."

"It is easier to operate, makes much better quality of flour and more of it per bushel of wheat, uses about one-third as much power, and will earn 25 per cent more money NET than the long system mill."

"We could not be induced to return to long-system mill of any build; have put both systems to the acid test and must say that you have the best flour mill on the market."

Mr. J. W. Rea, Manager Miller, Glasco Milling Company, Glasco, Kansas, writes:

"I have always been a long-system miller. Have watched so-called short cuts come and go like the ebb and flow of the tide; was finally prevailed upon to try the AMERICAN MARVEL, and now, after running it for six months, I am ready to admit it is the best mill I have ever had anything to do with."

Morgantown Milling Co., Morgantown, Ky., says:

"We are certainly pleased with our AMERICAN MARVEL. The only mistake we made was that we did not buy sooner. We lost money on our long-system mill but are making money with the AMERICAN MARVEL."

"After we once get people to give our flour a trial, we always get a repeat order. We very often hear the expression—'You are making the best flour I ever did eat.'"

"Summing it all up, the AMERICAN MARVEL is the only mill."

This is the nationally advertised flour which you can sell when you own an AMERICAN MARVEL mill.



Elevator and Grain Men

STOP and consider what these advantages would mean to you if you were operating an AMERICAN MARVEL mill: First, you would be able to double-up profits on flour business which is logically yours. You could mill the finest quality flour—42 pounds to the bushel; and you could sell all you could mill under our NATIONALLY ADVERTISED BRAND—FLAVO FLOUR.

Nearly 1,000 AMERICAN MARVEL mills are in operation today—250 of these are owned by old, experienced Elevator, Grain Men, and long-system millers.

The testimonial letters reproduced here are but a few of hundreds which we have received from all over the country, testifying to the decided preference for the AMERICAN MARVEL over their old long-system equipment.

These men have found the profitable way for the small miller to do business.

Instead of houses chuck full of machinery, to which they used to be everlastingly adding more, they now operate the most compact, direct, efficient equipment known to modern milling. Their power expense is cut in two. And their labor. One man operates the whole mill; is always on one floor where he can wait on customers and attend to the mill at the same time.

YOU KNOW THE VALUE OF THIS

As soon as you own an AMERICAN MARVEL mill, you can, without further cost, become a member of the Community Marvel Millers Association. This is by far the largest association of millers in the country, and membership in it entitles you to sell the flour you make under our advertised brand. Members of the association, with their AMERICAN MARVEL mills, now have a total capacity of 30,000 barrels a day of this widely known brand of flour.

LIBERAL TERMS AND THIRTY DAYS TRIAL

Write us immediately for a list of millers in your state who are operating AMERICAN MARVEL mills. We want you to go and see these in operation before taking any action. Every sale we make is absolutely on thirty days' trial. Write us without delay regarding our liberal terms and get started immediately on a basis of real profit. Don't put it off; you owe it to yourself and your business at least to investigate.

WRITE AT ONCE

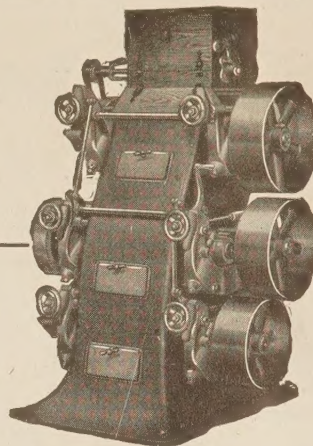
Your Big Opportunity Here

ANGLO-AMERICAN MILL CO., INC.,
445 Trust Bldg., Owensboro, Ky., U. S. A.

Send me at once your special FLAVO FLOUR plan for Members of Community Marvel Millers—and all facts, catalogs, etc., on the American Marvel Roller Mill. FREE.

Name

Address..... State.....



You need this sturdy, capable, general purpose mill

For grinding feed, table corn meal, pearl meal, linseed, etc., you can use this mill with great profit. This mill is built by men who know milling conditions, for those who want the best in milling equipment.

N. & M. Co. Three Pair High Mill

It has the characteristic N. & M. Co. rugged strength combined with flexibility of operation necessary to handle widely different stocks. Will grind extremely fine, medium or coarse, just as you wish.

Solid one piece cast frame—doors for examining stock beneath each pair of rolls—Ansonia rolls with our easy running, long wearing, collar oiling bearings—one lever simultaneously spreads or closes all three pairs of rolls—any pair of rolls may be removed without disturbing the others—furnished with either belt or gear drive on slow side.

See book on Mills, No. 1290 for details.
If you haven't got it we will send it on request.

Everything
for the
Modern
Mill

**Nordyke &
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Ask for
Catalogs
on any
Equipment
you need

America's Leading Mill Builders





THE CONSERVATION OF ENERGY AND THE TRANSMISSION OF POWER

The Replacement Saving of Blue Streak Belts

There are relatively few of the many users of Blue Streak Belts who appreciate the magnitude of the replacement saving they effect.

Yet practically all of them appreciate the importance of effecting savings in labor replacement.

The latter they call the "high cost of firing."

They know that a new man must be "broken in" and that "breaking in" costs money—because it costs time and reduces production.

The same principle holds for transmission belts.

New belts, of constructions not similar to that of Blue Streak Belts, must be "broken in."

It takes time to give them the flexibility necessary to insure even reasonably effective pulley contact.

For they are made of stiff ma-

terial, homogeneous throughout such as leather, or else of stitched together material of other sorts.

In both cases much time and trouble are required to reach a reasonable efficiency.

With Blue Streak Belts no such time is required.

The many ply construction of special-weave duck, compacted and united with superior "friction" forced in under enormous pressure, makes the belt pliable from the start.

When it is first put on, it commands a pulley contact greater than that of many belts of other constructions even after the latter have been laboriously and expensively broken in.

In consequence Blue Streak Belts greatly reduce the replacement cost of belting.

They also reduce it in a way, to many users, even more important.

Blue Streak Belts last longer per dollar of cost than belting of either inferior materials or of less efficient construction.

In normal times they have made a surpassingly strong appeal to all classes of users because they save money and power.

In these abnormal times they make a still stronger appeal because they increase output.

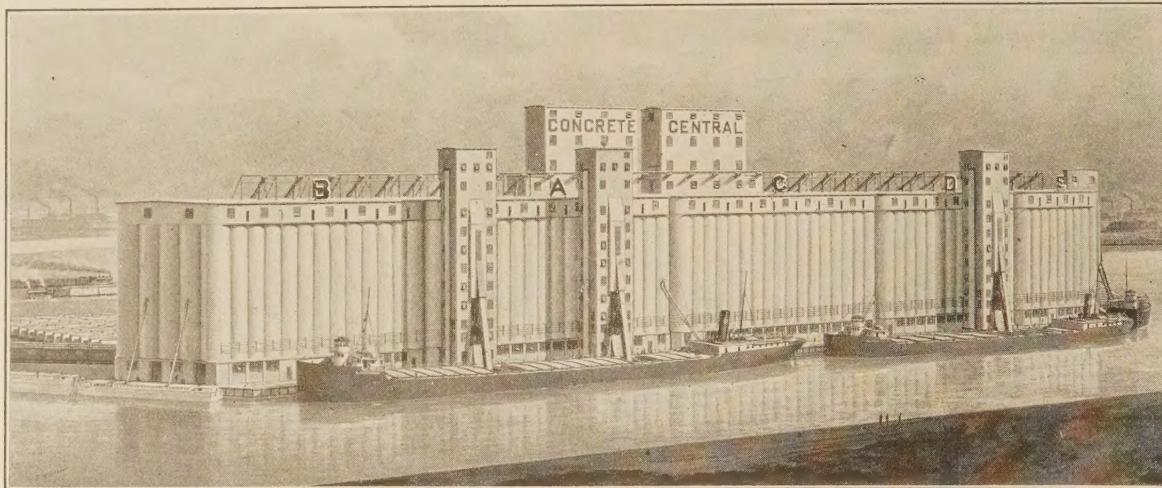
They do it by greatly reducing the costs of breaking in new belting.

They do it also by consistently putting more power into production and reducing shut-downs and delays.

The Goodyear Tire & Rubber Co.
Akron, Ohio

· PACKING · BELTING · HOSE · VALVES ·

GOOD YEAR
AKRON



Concrete—Central Elevators, Buffalo, N. Y.

Total capacity of elevator when completed July, 1917, will be 4,500,000 bushels. It will be equipped with three Movable Marine Towers and one Stationary Marine Tower for receiving grain from boats, each having a capacity of 25,000 bushels per hour and ten Car Loading Spouts. The receiving capacity from boats will be 100,000 bushels per hour. The shipping capacity to cars will be 100,000 bushels per hour. The receiving capacity from cars will be 25 cars per hour.

Proof of the Superiority of Monarch Modern Elevator Construction

Concrete—Central Elevators—Built 1915, capacity 1,000,000 bu.; 1916 added 1,000,000 bu.; new contract awarded for 2,500,000 bu. additional.

Superior Elevator—Built 1914, capacity 1,500,000 bu.; 1916 awarded contract for Marine Tower and additional equipment.

Connecting Terminal Elevator—Built 1914, capacity 1,000,000 bu.; 1916 awarded contract for Marine Tower and an extension of elevator.

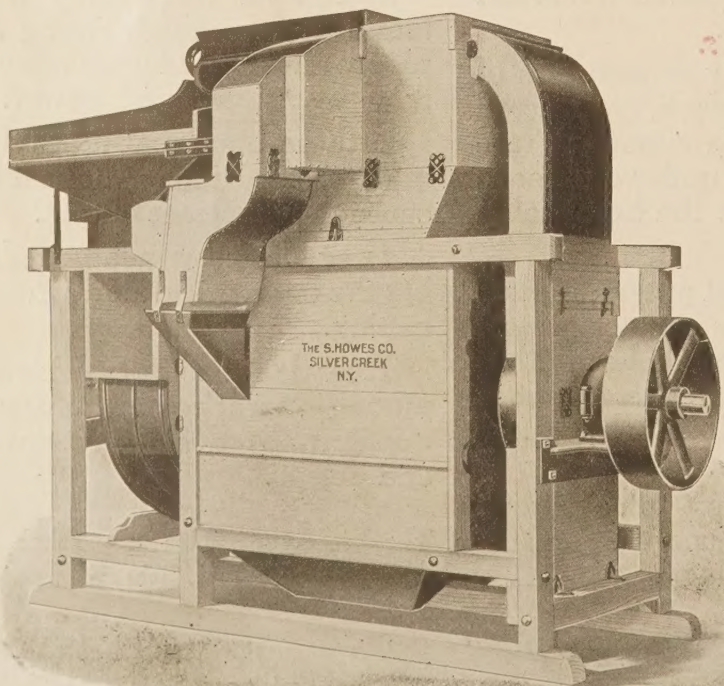
Archer-Daniels Linseed Co. Elevator — Built 1915, capacity 350,000 bu.; 1916 added 700,000 bu.

Shredded Wheat Co. Elevator—Built 1913, capacity 100,000 bu.; 1915 added 100,000 bu.; 1916 added 300,000 bu.

Grain Elevators Built in All Parts of the World

MONARCH ENGINEERING COMPANY, Chamber of Commerce, Buffalo, N.Y.

“EUREKA” OAT CLIPPER



Five of these giant machines are in operation in one house, clipping daily more oats than are consumed in two average size cities in a week.

Catalog free



The S. Howes Company
SILVER CREEK, N. Y.



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W. M. MENTZ, Sinks Grove, W. Va.
GEORGE S. BOSS, Osburn House, Rochester, N. Y.
F. E. DORSEY, 3850 Wabash Ave., Kansas City, Mo.
E. A. PYNCH, 311 3rd Ave. South Minneapolis, Minn.

Eureka Ball Bearing Oat Clipper



Canadian Government Railway's Elevator TRANSCONA, MANITOBA

Now under Construction.

Capacity of Plant: 1,000,000 Bushels.

Designing and Consulting Engineers for Entire Work

John S. Metcalf Company, Limited

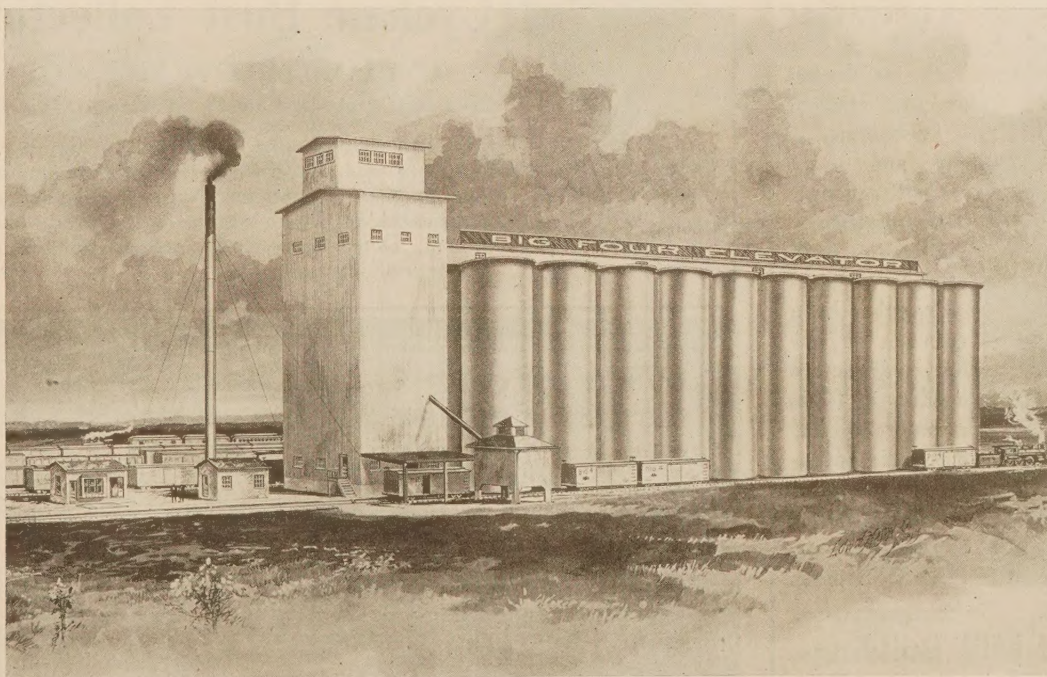
GRAIN ELEVATOR ENGINEERS

54 St. Francois Xavier Street, MONTREAL, CANADA

108 South La Salle Street, CHICAGO, ILL., U. S. A.
395 Collins Street, Melbourne, Australia

35 Southampton Street, LONDON, W. C., ENGLAND

Another Addition to the Long List of Reliance Modern Constructed Elevators



The 500,000 Bushel Big Four Elevator at Indianapolis, Ind.

The original work house and storage of the Big Four Elevator designed and equipped for the most rapid handling of grains at a minimum cost per bushel is a sample of the efficiency of

RELIANCE

Modern Construction

Reliance built elevators are designed and constructed along the most modern and up-to-date lines. They are arranged in a way that promotes the efficiency in handling both incoming and outgoing grain. Ask your nearest Reliance built elevator. He is our best salesman.

Also write us your season's needs. Crop conditions are improving and your elevator must be in condition to help the country to "Speed up." Let us assist you in determining your needs. A postal will do.

Reliance Construction Company

-

Indianapolis, Ind.

It Will Last

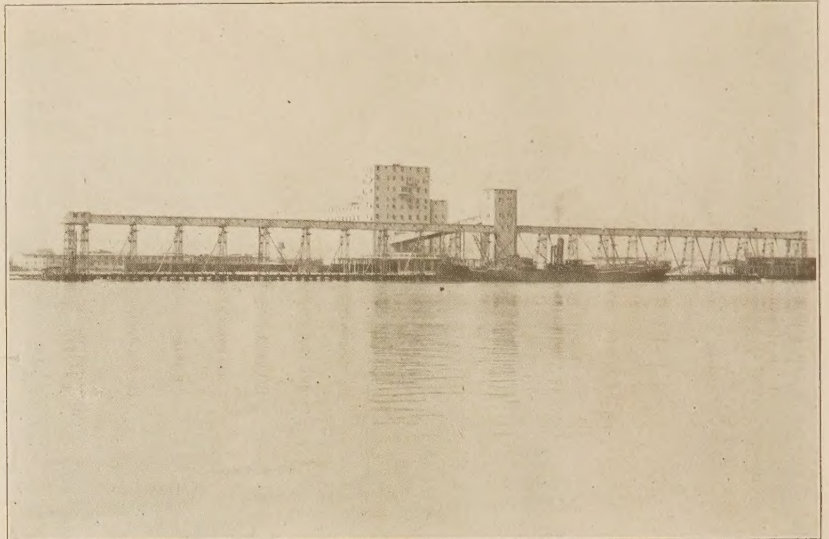
Reinforced concrete. Built for heavy floor loads.
Uses the daylight. Tracks arranged right.
"Macenco Results"



1500 barrel Mill, 300,000 bushel Elevator and
500 H. P. Diesel Power Plant of the Kansas
Flour Mills Company, Great Bend, Kansas.

Macdonald Engineering Company

53 West Jackson Boulevard,
CHICAGO



Elevator, for the Board of Port Commissioners, New Orleans, La.
Capacity, 1,022,000 Bushels.
Addition Now Being Built For 1,600,000 Bushels.

**We Build Reinforced Concrete Structures of all Types
Grain Elevators, Mills and Industrial
Plants a Specialty**

Our Engineering Department is ready to solve your
problems and furnish preliminary estimates.

JANSE BROS., BOOMER, CRAIN & HOWE

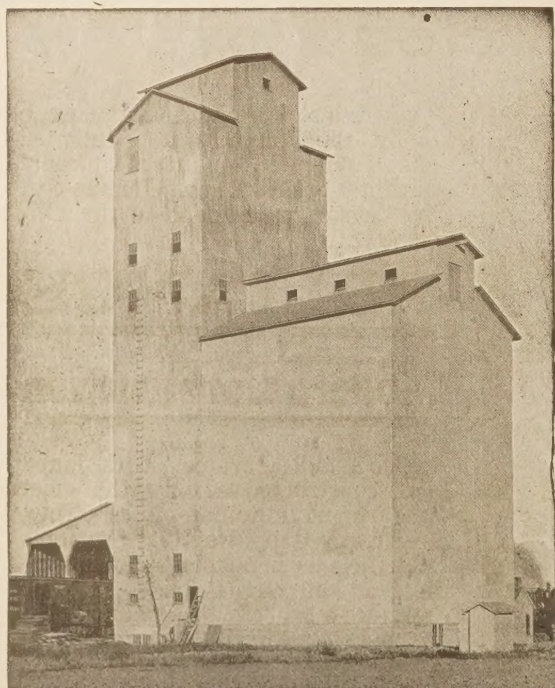
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717-718 Dime Savings Bank Bldg., Detroit, Mich.

Also Zeigler Block, Spokane, Wash.

Mackie Block, Calgary, Alberta

Burrell's 1916 Record



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Contracts**

With the largest
and most efficient
Engineering
and
Construction
Organization
for large or small
work ever gathered
together by a
concern in our
line, prospective
builders of Grain
Elevators will find
it to their advantage
to consult us
before formulating
any definite plans.
It Costs Nothing.

Van Wickle Grain and Lumber Co., Council Bluffs, Ia.

**Complete Grain Elevators and Mill Buildings,
Concrete or Wood**

Burrell Engineering & Construction Co.

Webster Building, CHICAGO.

PORTLAND, ORE.

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HAVE YOU

A cleaner in your elevator?

If so, then you will be interested
in the installation of a

Cyclone Dust Collector

CYCLONE BLOW PIPE CO.

2542-52 Twenty-first Street, Chicago, Illinois

**Write Today
for
Further
Information**

Complete new systems installed on modern plans
and guaranteed. Old systems remodeled on modern
lines on most economical plans. Supplementary
systems added where present systems are out-
grown. Defective systems corrected and put in
proper working order.

WHY Your Customers Should Order Fertilizers for Fall NOW

A Transportation Reason—So the dealer can order out his fertilizer in
cars loaded to full capacity, which hold twice as much as average-loaded
cars. Just half as many cars are needed—the other half are set free for
other uses. Freight congestion is relieved. You stand a better chance
of getting your fertilizer.

A Patriotic Reason—So all our industries, all our national resources,
all our efforts can give a full measure of war
time service, and so fertilizers can have a
chance to increase our national food supply.

It's the same way with other necessary fall
supplies. Write for copies of our pamphlet
and poster on early shipments, free, for distri-
bution at once.

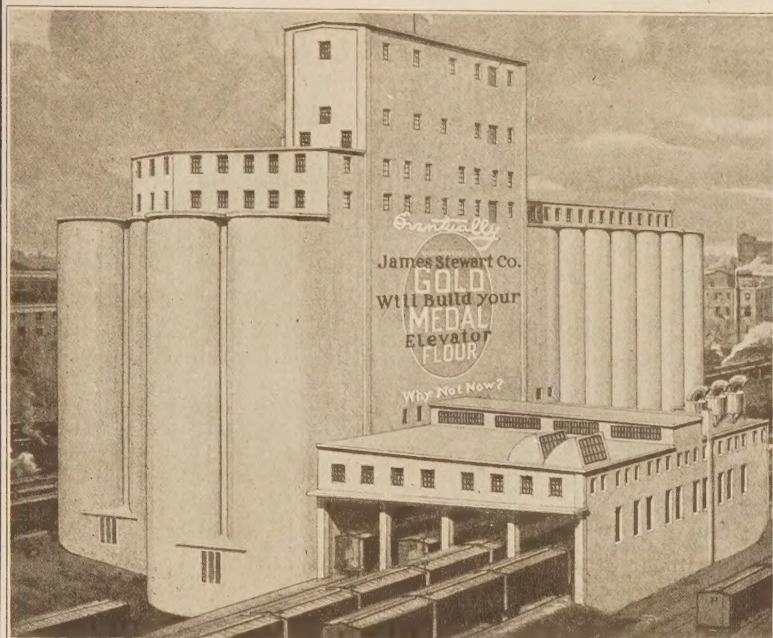
**SOIL IMPROVEMENT COMMITTEE
of the
NATIONAL FERTILIZER ASSOCIATION**
Postal Telegraph Bldg. Chicago
Munsey Bldg. Baltimore

**Order Fall
Fertilizers
Now**

TWO MILLION BUSHEL FIRE PROOF RECEIVING ELEVATOR

FOR

Washburn-Crosby Company
Minneapolis, Minn.



Write us for designs and estimates

We Design and Build Elevators, any type of construction, in any part of the World.

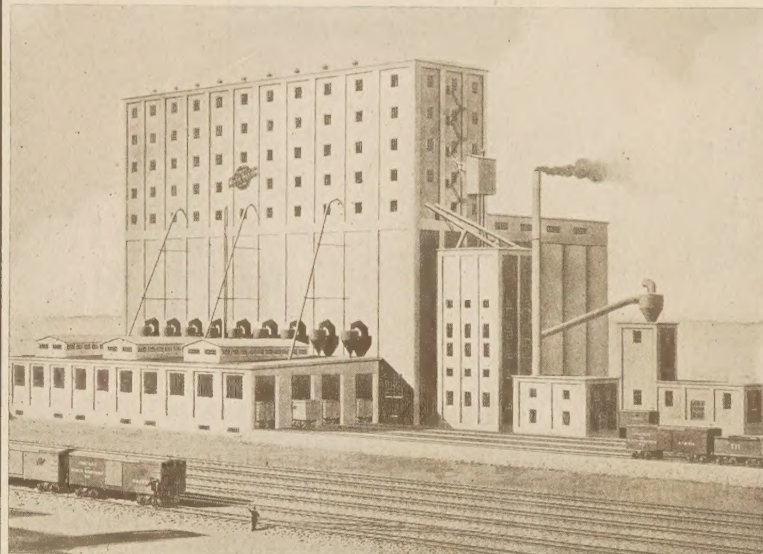
JAMES STEWART & CO., Inc.
GRAIN ELEVATOR DEPARTMENT

Fifteenth Floor of Westminster Building

CHICAGO, ILL.

W. R. SINKS, Manager

Chicago & Northwestern Railway Company's New
Reinforced Concrete Grain Elevator Being Built
at Council Bluffs, Iowa, for the Udpik
Grain Company of Omaha, Neb.



Our experience covers every branch of grain elevator
building work as well as any type or style of construc-
tion to meet requirements in any locality.

Designs and estimates promptly furnished.

Witherspoon-Englar Company

1244-1250 Monadnock Bldg.

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Robinson

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Revised Edition

Cloth Binding - - \$1.50

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Publishing Co.**

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Reliance Construction Company

**Furnish Plans, Estimates and Build
COUNTRY GRAIN ELEVATORS**

Our long experience as a builder of elevators insures you an
up-to-date house. Write today.

625 Board of Trade Building,

INDIANAPOLIS, IND.

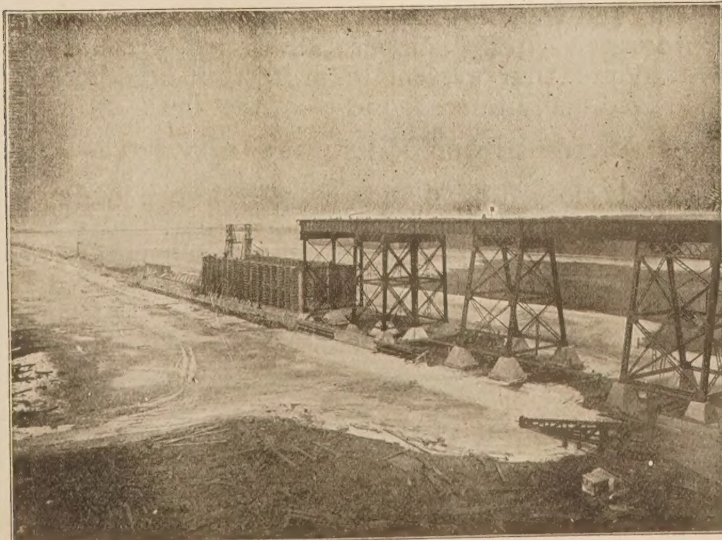
CONTRACTORS FOR

Grain Elevators

COMPLETE WITH
MACHINERY INSTALLATION.

**DEVERELL,
SPENCER & CO.**

GARRETT BUILDING
BALTIMORE, MARYLAND



The Barnett & Record Company

GENERAL CONTRACTORS

Designers and Builders of

Grain Elevators, Flour Mills and Heavy Structures

Reinforced Concrete and Steel Ore Dock con-
structed at Superior, Wisconsin, for the Allouez
Bay Dock Company. Entirely Fireproof.

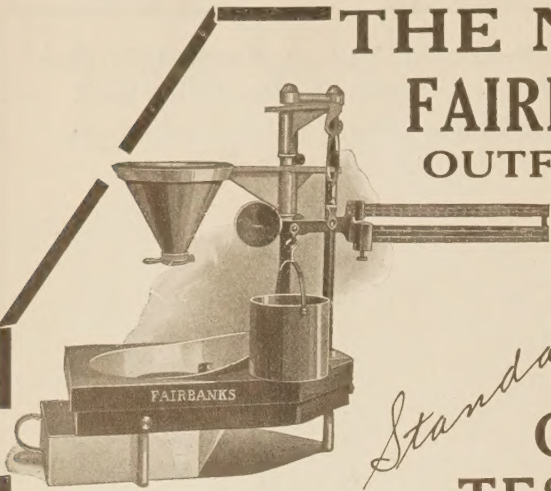
Write for Designs and Estimates

OFFICES:

Minneapolis, Minn.

Duluth, Minn.

Fort William, Ontario

THE NEW
FAIRBANKS
OUTFIT FOR
Standardized
GRAIN
TESTING

Get highest value for your grain by knowing in advance the exact quality of what you buy and sell.

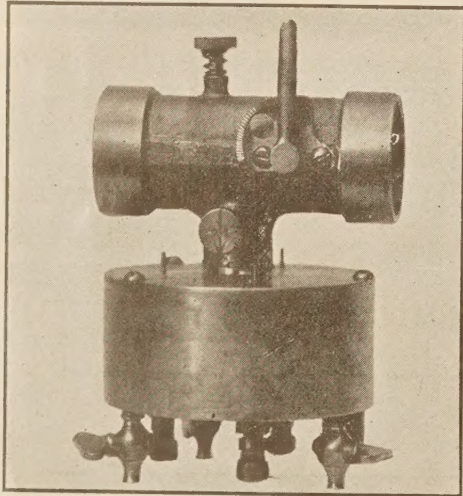
The New Fairbanks Grain Tester—used in Grain Standardization Investigations—has all features required by Test Experts:—Test Pail rests on firm base—grain falls into it uniformly. Hopper rigidly held above Test Pail while grain pours through opening at its base. Special Stroker levels grain to same amount each time. Scale Beam accurately graduated to give fine readings.

Fairbanks, Morse & Co.

CHICAGO
CINCINNATI
CLEVELAND

DETROIT
KANSAS CITY
LOUISVILLE

OMAHA
ST. LOUIS
ST. PAUL



THIS EQUIPMENT

Makes a Kerosene Engine out
of any make of engine
and Saves 60%.

ASK THE

Kerosene Carburetor Company

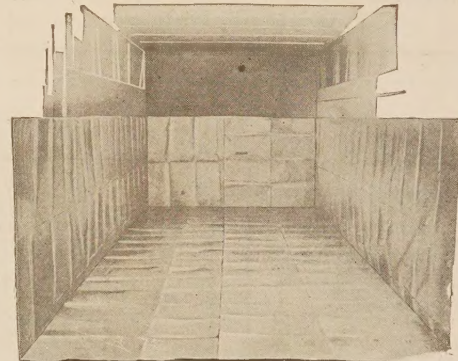
Frankfort, Indiana

Your Country Asks Your
Assistance in Stopping Food
Losses, Do Your Part By
Protecting Your Grain
Losses While In Transit

High prices of grain, our duty to our allies, a splendid crop and scarcity of cars are conditions that confront the grain shipper this season. Can you afford to risk valuable grain in bad order cars? Have you figured your losses the past few years due to transit leakage? With present high prices for all grain, what will your loss be this year?

Kennedy Car Liners

afford you the most advantageous, inexpensive and yet most efficient method of preventing transit leakage. They are readily installed, and save you time cooping cars especially when you are busiest. Every KENNEDY CAR LINER is an insurance policy, providing the greatest protection at least cost. These liners line the entire car, thus covering all crevices that you do not see when loading the car.



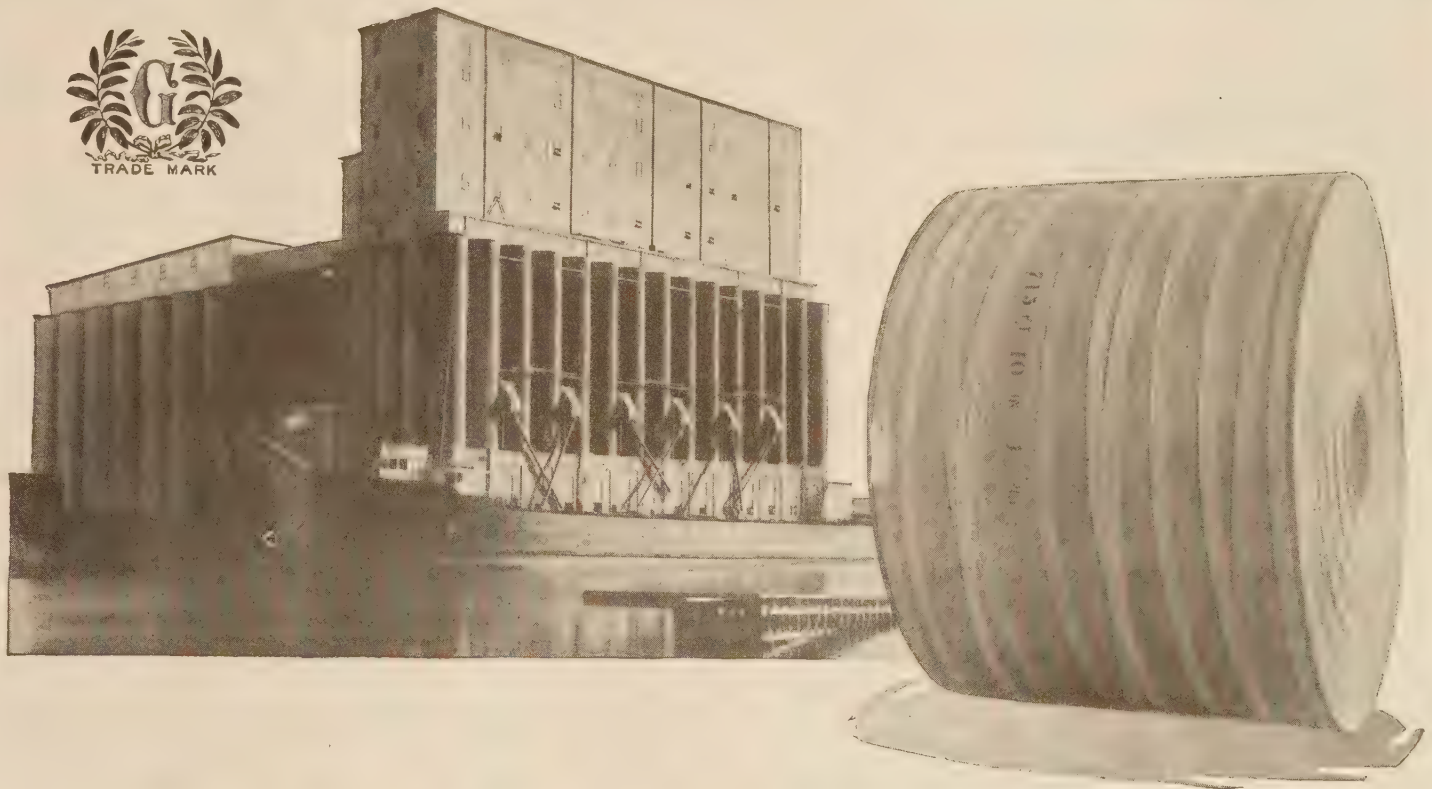
By Using Kennedy Car Liners You Actually Stop Your Losses

They deliver your grain at terminal points in as good condition as when it left your house. If you do not know about the advantages of protection while in transit, made possible by the use of perfect cooperage, write us and we will tell you how the great majority of progressive grain shippers all over the country have adopted our system of protection, and more than saved many times the price of the liner.

Preparedness Your Watchword

Harvest is close at hand and you will soon be loading grain for market. Do not wait until the rush is on and a bad order car is on your siding. Prepare now—send for an assortment of these liners, and be ready for any emergency. That next leaky car may lose you more money than a dozen liners. Write today—Now.

The Kennedy Car Liner & Bag Co.
SHELBYVILLE, IND.



GOODRICH

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When you slip a Goodrich Grain Belt onto your pulleys you are unquestionably treading the path toward increased efficiency.

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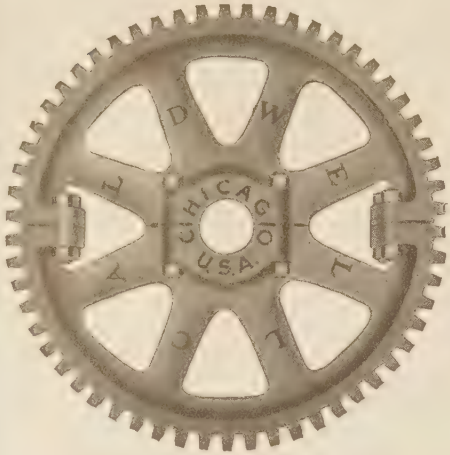
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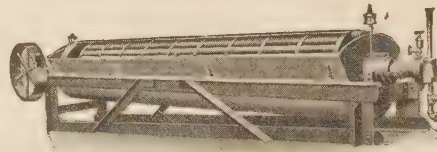
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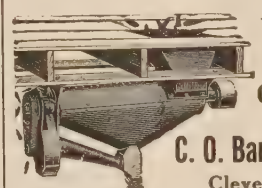
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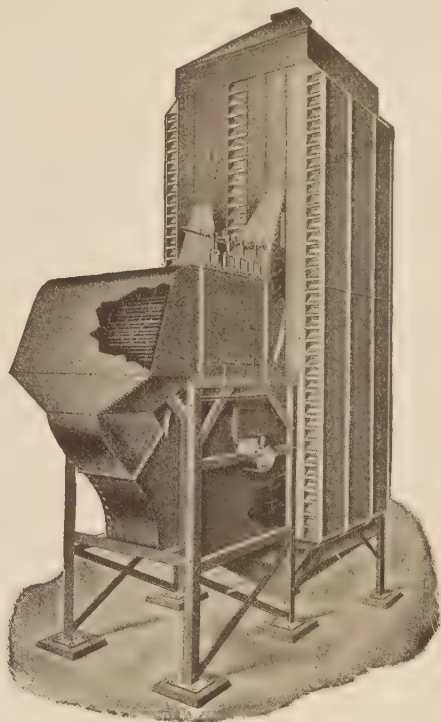
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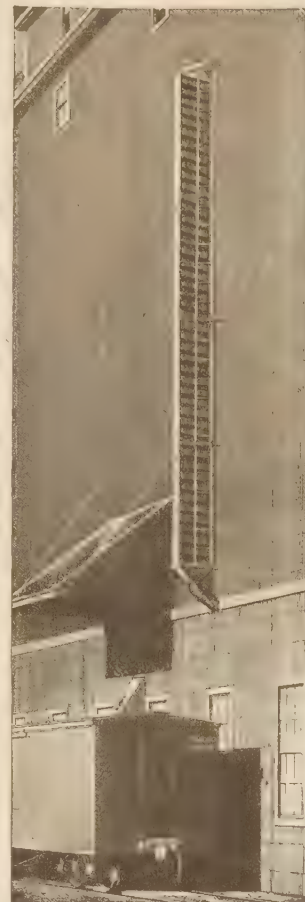
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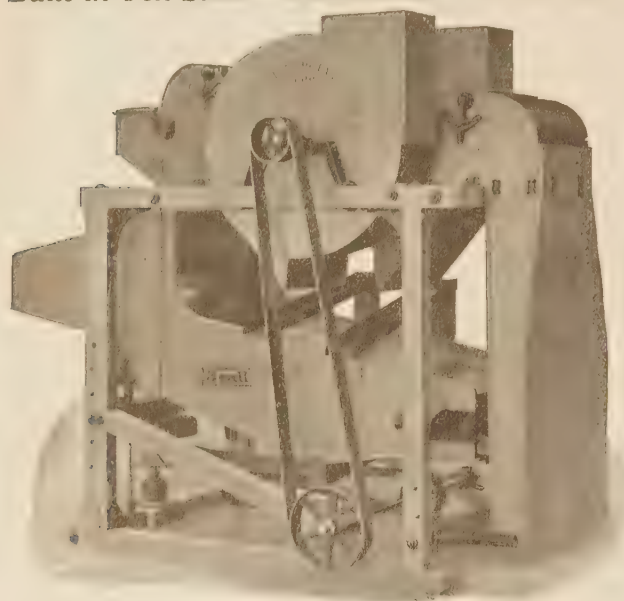
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A mill that has conical shaped grinders—which do the work close to the center of the shaft, thus effecting a great saving of power.

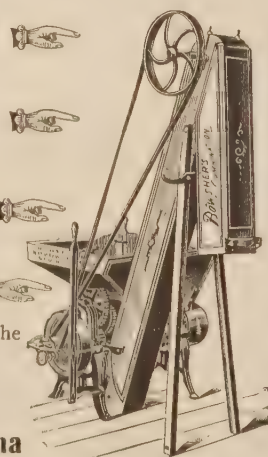
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A model feed mill, light running and handy to operate; different from all others. A complete independent outfit.

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15,000 feet of them —

have recently been installed in the immense Public Grain Elevator constructed by the Board of Commissioners of the Port of New Orleans.

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This will add new laurels to Diamond Grain Belts.

Long usage elsewhere under both good and bad conditions have amply demonstrated the backbone and reserve strength in a Diamond Grain Belt—

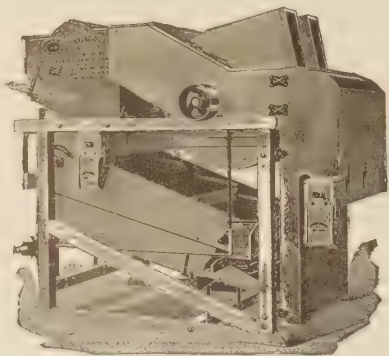
The Belt that has MADE GOOD

The Diamond Rubber Company, Inc.

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Distributors Everywhere





2 Full Set Screens

in the double shoe of this

INVINCIBLE CORN AND SMALL GRAIN CLEANER

make it available for use on different stocks
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Let our booklet tell you about the service
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Invincible Grain Cleaner Co.

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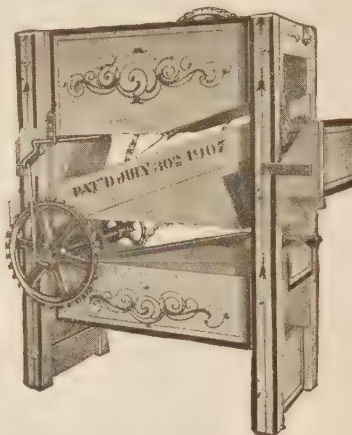
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U. S. Grain Standardization Bureau Orders 36 Additional Emerson Wheat Testers ENOUGH SAID!

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The Emerson makes an absolute perfect separation of the oats from the wheat, not one kernel of oats left in the wheat and not a kernel of the wheat lost with the oats. Eliminates all guess work. All disputes between buyer and seller are settled on the spot. Avoids any feeling about doubtful dockage. Farmers prefer selling where the test is made with the Emerson Tester or Kicker.



Over 7,000 Emersons In Use

Any number of elevator companies are using from 25 to 50 Emerson Kickers and from that on the 250 depending upon the number of elevators they operate. Hundreds of smaller elevator companies are using from 1 to 5 machines. In addition there are hundreds of flour mills, state grain inspection departments, commission houses, grain buyers, boards of trade and U. S. Grain Standardization Bureau all using Emerson Kickers.

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For Grain Cleaners

ALL STEEL

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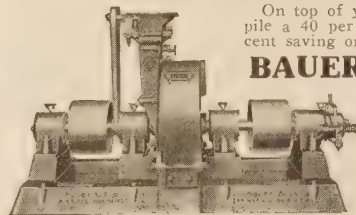
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(Users are fully protected by our warranty as to efficiency, workmanship and patent litigation.)



The ball bearings eliminate friction and thus lessen the consumption of power. The scientific design of the plates keeps them always in tram and insures uniform grinding.

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Send for our catalog and bid
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UNIVERSAL GRAIN CODE

(AND MILL FEED SUPPLEMENT)

Compiled for use of

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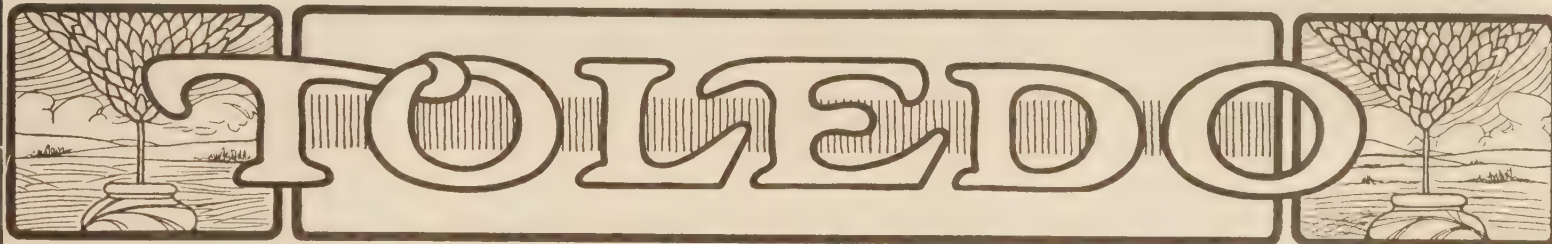
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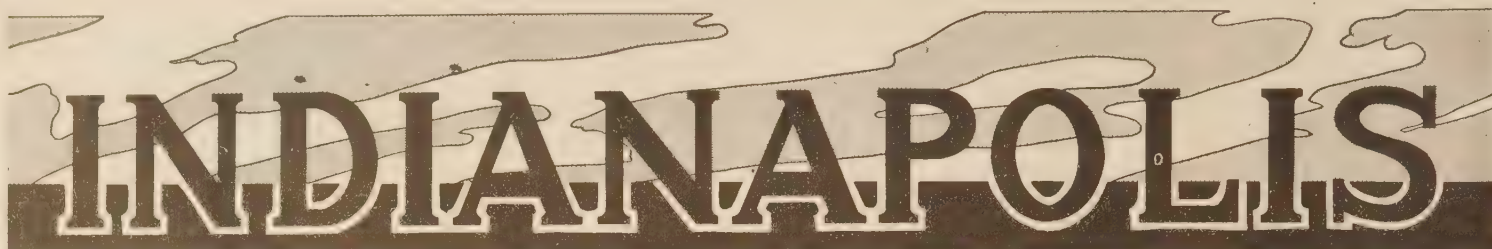
The dealers in the large grain and hay territory which Toledo serves as a primary market, have found the members of the Toledo Produce Exchange ever ambitious to serve their interests and fully equipped with all facilities for doing so. In 1916 the receipts at this market were 6,592,700 bushels of wheat; 3,961,600 bushels of corn; 4,358,800 bushels of oats; 19,000 bushels of barley; 135,100 bushels of rye; 28,999 bags of timothy seed; 73,499 bags of clover seed and 8,001 bags of alsike seed.

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Receipts of grain and hay at Indianapolis:-

Year	Wheat	Corn	Oats	Hay
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1916	3,292,000 bu.	25,166,000 bu.	14,596,000 bu.	2,160 cars

The above figures show the tremendous increase in shipments during a period of ten years and is an assurance that top prices, quick returns and a square deal are enjoyed by shippers to and buyers from the following members of the

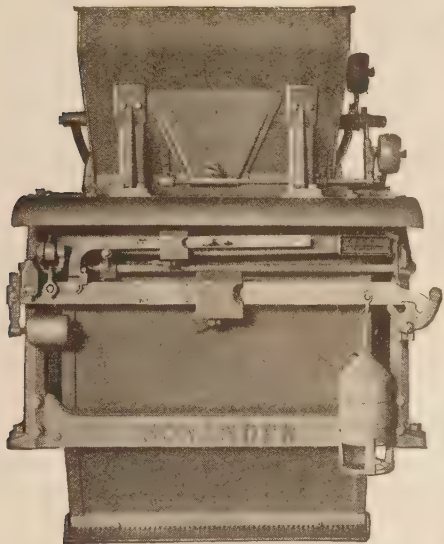
Indianapolis Board of Trade

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SONANDER Automatic Grain Scale

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Is the testimony of the Atlanta Milling Co. of Atlanta, Ga., after having installed several in their plants.

It saves the Millers by enabling them to get about the Mill with less effort than where stairs are used. It saves money by economizing the men's time and securing better inspection and operation of machinery.

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FLOUR and FEED MILL MACHINERY
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in the manufacture of Continuous Feed Grain Driers, we have consistently advocated the superiority of this type of machine and we are prepared to offer you driers in which the continuous principle is developed to a high degree of efficiency.

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GRAIN
DRIERS

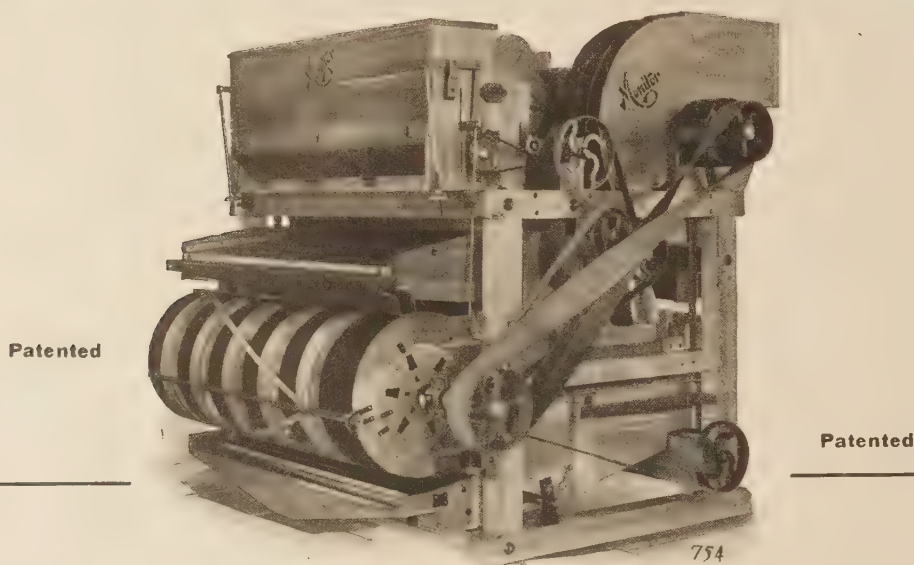
Chicago, Ill.

OAT
PURIFIERS



"NORTHWESTERN"

Oats Separator and General Purpose Cleaner



Characteristic of all "Monitor" Cleaners, this new type of Oats Remover and All Purpose "Receiver" embodies *proven* principles, surpassing materials, workmanship and finish and is another of those ultra-dependable Cleaners, which are pleasing thousands of "Monitor" users the World over. Designed for the severest use in Terminal Houses where nothing but the best will survive.

The Oats Catcher

Some do get a part of the oats, some get enough oats to be almost satisfactory; here lies the difference between other Machines and the "Monitor-Northwestern," which is a genuine Oats Catcher, removing with surprising regularity a higher percentage of oats from wheat than is possible with other machines of this type. Our claims are based on performance—the incomparable separations of this Machine are due to a combination of patented multi-upblast fans and "gang" sieves used in connection with perfected air suction cleaning. Two years of sensational success and a demand that has for months exceeded our output reflects the superiority of this Machine as an Oats Remover and General Purpose Receiving Cleaner for Elevators in the Northwest, or other sections where mixtures of oats and wheat are the rule.

See testimonials we are anxious to send all grain dealers—also, read our literature descriptive of this, the Cleaner that is different, wonderfully so.

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A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



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Subscription price, \$1.00 per year.

English and Foreign subscriptions, \$1.75 per year.

Established in 1882.

VOL. XXXVI.

CHICAGO, ILLINOIS, JULY 15, 1917

NO. 1

New Washburn-Crosby Elevator and Its Equipment

A VERY complete descriptive write-up of the Washburn-Crosby Company's 2,250,000-bushel concrete grain elevator at Minneapolis, Minn., was given in our issue of December 15, 1916. At that time the house had just been completed and very recently the builders of this modern elevator, James Stewart & Co., of Chicago, have had taken a series of handsome interior views of the plant. The scale hoppers are suspended directly beneath

the receiving hoppers so that the grain is shoveled out of the car into the receiving hopper and discharged directly into the scale. The lower left hand illustration on this page shows the scale hoppers and the receiving conveyor which carries the grain to the receiving leg. This picture also shows the system for collecting the dust from the loaders and the arrangement of the scale hopper slide.

The lower right hand view on this page shows

the arrangement of the Fairbanks Solid Lever Scales, in the scale room above the track shed. The scale hoppers are suspended and the suspension rods can be seen. This room is finished with hard wood floor. It is steam heated and the walls are insulated with tile and plaster. Directly in the back of the room the levers for operating the receiving pit slides and the scale hoppers may be seen, as well as the passenger elevator.

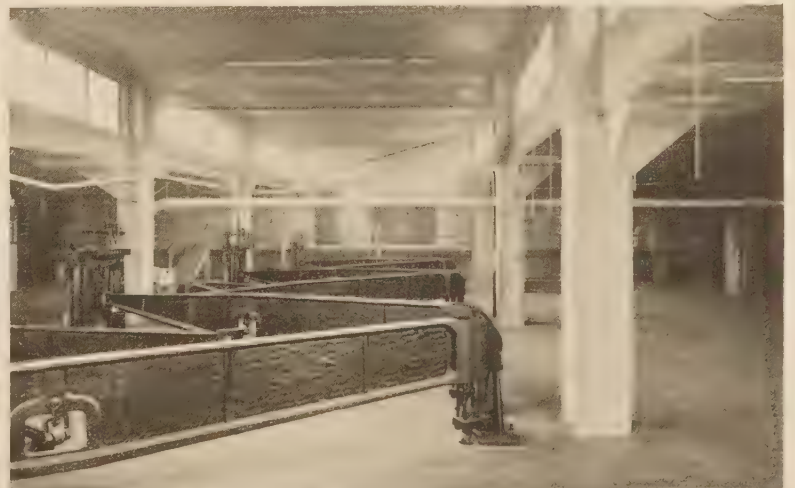
When the grain is weighed a copy of the weigh-



NEW 2,250,000-BUSHEL STORAGE ELEVATOR OF THE WASHBURN-CROSBY COMPANY, MINNEAPOLIS
Designed and Constructed by James Stewart & Co., Chicago.



SCALE HOPPERS WITH RECEIVING CONVEYOR UNDERNEATH



SCALE ROOM SHOWING ARRANGEMENT OF FAIRBANKS SOLID LEVER SCALES

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Protecting Grain Elevators

Plans for Safeguarding the Elevator and Storage of Grain at Buffalo, N. Y., Discussed at Conference of Fire Underwriters, Military Authorities and Grain Elevator Owners.

BY ELMER M. HILL

man's ticket is sent up to the central distribution office on the bin floor by means of a pneumatic conveyor. The operator in the distribution office upon receiving the ticket can set all the spouts and turnheads from this office by means of an operating system as illustrated in the first of the group of four pictures on this page. The operator is kept informed as to the number of cars unloaded, weighed, and being elevated by the legs, by a system of lights and speaking tubes, as shown to the left of the photograph.

Each one of the controls shown in the illustration represents a turnhead. To set a turnhead at a given spout the wheel shown is turned until the number of the desired spout appears at the opening in the top of the casing.

The upper right hand picture on this page shows a typical turnhead and the gear drive operating systems for same. Spouts shown in this illustration

REALIZING the importance of safeguarding the grain elevators along the waterfront at Buffalo, N. Y., representatives of western New York grain and elevating interests, city officials, military officers and members of the national, state and city fire underwriters' boards held a long conference in Buffalo in June. As the result of the conference W. E. Mellelieu, general manager of the National Board of Fire Underwriters, went to Wash-

year or two that grain interests cannot begin to keep track of them.

Arthur W. Kreinheder, commissioner of public works of Buffalo, who has made a thorough study of the situation along the waterfront as respects the need of protection at elevator properties, urged the construction of barbed wire entanglements around all the elevator properties. He declared that the municipal waterworks and large electric



CENTRAL DISTRIBUTION OFFICE ON THE BIN FLOOR



TURNHEAD AND SPOUTS FOR CLEANER BINS



THE BIN FLOOR SHOWING STORAGE CONVEYORS



TYPICAL MOTOR DRIVE FOR ELEVATOR LEG

are for the cleaner bins. At the right of the illustration the distribution office is shown.

The lower left hand picture shows an end view of the bin floor and the storage conveyors. The grain may be spouted from any leg to these conveyors from the distribution office so that only one man is required on this floor beside the man in the distribution office. The duty of this man is to sweep up, and set the trippers. These storage conveyors are necessary to reach 1,000,000 bushels of storage. The distribution operator can spout direct to 1,250,000 bushels of storage.

The last picture at the lower right hand of the group illustrates a typical leg drive. At the right of the picture is one of the turnheads for the legs. This turnhead is operated from the distribution office. The leg drive consists of a silent chain drive from the Allis-Chalmers Motor to the countershaft, and a rope drive from the countershaft to the head. A Strong-Scott Back-Stop is provided on the countershaft.

ington with a detailed plan for protecting grain elevators throughout the country and especially at Buffalo, through which a large part of the food supplies for the Allies pass. These plans were laid before Herbert C. Hoover, head of the national food control system, and there is a general belief in Buffalo grain circles that the plan will be standard for use throughout the country.

In addition to the need for maintaining troops along the waterfront in the vicinity of elevator and milling properties, details of the plan of protection have not been made public. The urgent need of more adequate protection of grain elevators was impressed upon the conference by F. C. Buswell, vice-president of the Home Insurance Company and chairman of the National Underwriters' Committee in charge of the food conservation problem.

Chairman Buswell recalled the destruction of grain elevators by fire at Minneapolis, Baltimore, Newport News, Detroit and at Erie, Pa., and added that the losses have been so frequent within the last

power generating industries at Niagara Falls were safeguarded in this manner and that similar precautions should be taken by the elevating interests without waiting for outside protection from the military and civil authorities.

Replying to this suggestion of Commissioner Kreinheder, George E. Pierce of the Wheeler Elevator and other waterfront structures, declared that many of the grain elevators have had every entrance boarded up with the exception of one small door, and that this door is heavily guarded, and that elevator owners do not allow strangers to loiter around the wharves and property of the elevators. Fire Chief Bernard O'Connell suggested that private guards be maintained by the elevators.

Members of the national, state and local boards of fire underwriters were impressed with the importance of Buffalo as a grain receiving port when it was announced by representatives of the Buffalo Corn Exchange that more than 300,000,000 bushels of grain passed through Buffalo elevators last year

and that a large part of this was wheat for the Allies.

Elevating interests were pleased with the impression made upon the fire underwriters and military authorities and there is a general impression that great pressure will be brought to bear upon the Washington authorities for greater protection of grain elevators, not only at Buffalo but at all ports on the Great Lakes and elsewhere throughout the country.

Appearing on behalf of the Buffalo Chamber of Commerce and Board of Trade, Archer A. Landon, president of the two trade organizations, declared that an appeal was made by Buffalo interests for military protection of the municipal waterworks and other important properties as the result of publicity given a plot to destroy them, but that grain and other interests failed to get satisfaction from the state military authorities. Frank F. Henry, manager of the Washburn-Crosby Company milling interests, said that during the opening weeks of navigation this spring more than 8,000,000 bushels of grain for the Allies passed through Buffalo elevators without the loss of a single bushel, but he urged adequate protection of the elevators from the machinations of a hostile government.

From informal discussions at the conference there was an impression that fire underwriters are considering an increase in premium charges because of the additional risk of covering grain storage and elevating structures. While nothing definite was said on this point by members of the national or state fire boards, it was the general feeling of elevator owners and managers that such a move is contemplated and that the hearing was held for the purpose of getting ideas of representative industries and investigating methods of protection and recommending additional protection.

Before the conference the visitors were taken on a tour of inspection of lake front properties on the fire tug for the purpose of getting an accurate idea of the lay of the grain elevator district. Among those on the trip were F. C. Buswell; W. E. Melliieu, manager of the National Fire Board; W. G. Stevens and E. W. West, members of the Board; General Dwyer and Lieut. West, representatives of the adjutant general's department at the state capitol in Albany; John G. Wickser, E. B. Eggert, E. S. Hawley, R. H. Mason, L. G. Morgan, C. Lee Abel, E. C. Roth and E. H. Sigison of the Buffalo Board of Fire Underwriters; city officials and representatives of lake front elevators and members of various elevating associations and the Buffalo Corn Exchange.

The suggested specifications, endorsed by Herbert C. Hoover, are as follows:

Guards on duty at all times, whether military, municipal or private, and the following features provided as incidental to their work:

(a) Barbed wire fences enclosing all items to be protected, where practicable, or other suitable man-tight enclosure.

(b) Flood lights so arranged and maintained as to light the enclosed area and immediate water front.

(c) Guards, if not military, to be sworn in as special officers of city, county or state.

(d) Guards, if not military, to be under a military officer having power of dismissal.

(e) That a system of identification of all persons entering premises be inaugurated.

The inside private protection of all property of the class should be brought to the standard of the National Board of Fire Underwriters and the requirements of the State Department having jurisdiction.

These are of immense value in protecting property. They designate "dead lines," retard approach to the plant and clearly define territory guarded. It is suggested that these fences be at least seven (7) feet in height, with an outside flare or overhang at top of two (2) feet, posts not more than ten feet apart, and the barbed wire running longitudinally with the fence and not more than six (6) inches apart, there being two interwoven vertical wires spaced equidistant between posts. No more gates than are absolutely essential are to be employed, and the spilling of the docks when open also to be equipped with barbed wire in such a manner as to make space beneath docks inaccessible to small boats.

All guards engaged in this work should be under control of a military man who is a strict disciplinarian, and who is clothed with the authority of dismissal. Care should be exercised in selecting guards, with special consideration to be given to their antecedents and national sympathies. It is suggested that the most satisfactory age is from 40 to 45 years, and selection

should be made after a slight physical examination. The matter of habits should be given attention. Men of families are to be preferred. Guards, when employed, should be schooled as to the several duties, and also as to the importance of the work which they have to do.

All guards should be properly equipped. The equipment for the day guards shall preferably consist of .38 calibre revolvers and clubs. The equipment of the night outside guards should be No. 12 gauge repeating shotguns of the short barrel riot type having a choke bore, also a revolver. The inside night watchman should be equipped with revolvers.

These are desirable, for without them unfavorable weather might influence guards to leave their posts. These are particularly necessary beginning with October 1.

Efficient lighting should be provided nightly for the area under guard. The latest type of flood light is recommended.

CONCRETE TANKS WITHSTAND GREAT HEAT

During the fall of 1916 the Maney Milling Company of Omaha, Neb., contracted with the Burrell Engineering & Construction Company, of Chicago, for two concrete grain tanks and for the remodeling of its work house. On Sunday, May 27, 1917,

the balance will be of the new approved tank type.

On top of the head house there will be located a 40,000-gallon concrete sprinkler tank to serve the sprinkler system of the mill and elevator. The truth seems to be more than ever deduced from the results of this conflagration that "concrete for permanence" is an established law, and the Burrell company has adopted a new slogan, "Burrell concrete for permanence under any conditions."

RULES FOR EXPORT

Secretary of Commerce Redfield, chairman of the Export Council, made this statement with reference to the procedure to be adopted by exporters in the United States in applying for export license:

"First, applications for licenses may be made to the Bureau of Foreign and Domestic Commerce, Division of Export Licenses, 1435 K Street, Washington, D. C., or to any of the branches of the Bureau of Foreign and Domestic Commerce—Chicago, New York, Boston, St. Louis, New Orleans, San Francisco and Seattle.

"Second, in applying for a license to export any of the commodities covered by the President's procla-



RUINS OF MANEY MILLING COMPANY ELEVATOR AT OMAHA

the 300,000-bushel cribbed elevator burned to the ground. The ruins of this elevator are shown in the accompanying illustration.

The fact that the two concrete tanks were not damaged by the fire even with the blaze and heat blowing against them is evidence of the value of this type of construction for housing grain. The damage was very slight to the tanks, being principally on the cornice of the building and at no place did the fire damage the concrete so as to expose the reinforcing. No material injury was done to the grain in the tanks. Somewhat over five years ago the Burrell company built nine-tenths of its elevators in wood. This is now reversed and the firm constructs nine-tenths of its houses in concrete, the other one-tenth being of the wood type, almost wholly of the smaller class of construction.

On June 1 following the fire, a lapse of but four days, the Maney Milling Company awarded the contract to the Burrell Engineering & Construction Company for the erection of a 350,000-bushel concrete elevator. This, in connection with the two tanks that went through the fire undamaged, gives the milling company 400,000 bushels storage. The head house will contain about 50,000 bushels and

mation applicants should give the following information in triplicate form:

"(a) Quality.

"(b) Description of goods.

"(c) Name and address of consignee.

"(d) Name and address of consignor.

"Third, the license will be good for only sixty days and at the expiration of that time must be renewed, and if not shipped within that time a new application must be made.

"Fourth, the various branch offices of the Bureau of Foreign and Domestic Commerce have been given full instructions as to the disposition of all applications for licenses.

"It is the desire of the Bureau of Foreign and Domestic Commerce to minimize the exporter's difficulties as much as possible, and therefore, wherever practicable, the district officers will be authorized to issue the licenses. It is thought, however, that many of the applications may have to be forwarded to Washington for decision.

"In case exporters desire they may telegraph their applications direct to the Bureau of Foreign and Domestic Commerce, Division of Export Licenses, 1435 K Street, Washington, D. C."

New Orleans Increases Facilities

Board of Port Commissioners of New Orleans Increases Storage Facilities of New 1,022,000-Bushel Elevator—Second Unit Will Hold 1,600,000 Bushels

THE New Orleans Public Grain Elevator is owned by the State of Louisiana and operated by the Board of Commissioners of the Port of New Orleans, a state board composed of five members who serve without remuneration.

The Board of Port Commissioners have long felt the pressing need of a publicly owned grain elevator to facilitate the handling of grain in the Port of New Orleans. Next to cotton, grain is the principal export, and the volume and value of grain passing through this port is rapidly increasing.

During 1915 tentative plans were prepared for a plant which would ultimately store 4,000,000 bushels, and in December of that year bids were requested on a 1,022,000-bushel unit. This unit in-

This plant contains many special features which are of particular interest to grain men, both from a standpoint of service to the public and for economical operation.

This elevator is served by the Public Belt Railroad, a public utility, connecting all railroads entering New Orleans with the extensive system of state-owned wharves and warehouses. The Belt charge for making delivery to the Public Grain Elevator is absorbed by the railroad making delivery to the Belt, thus putting the Public Grain Elevator on absolutely equal terms with all railroads entering New Orleans. The elevator is thus able to serve all sections of the country impartially.

Grain is received from cars into eight unloading

the Pneumatic Conveyor Company, of Chicago. Loading to ships or river barges can be made at the rate of 100,000 bushels per hour, all to one or four vessels simultaneously.

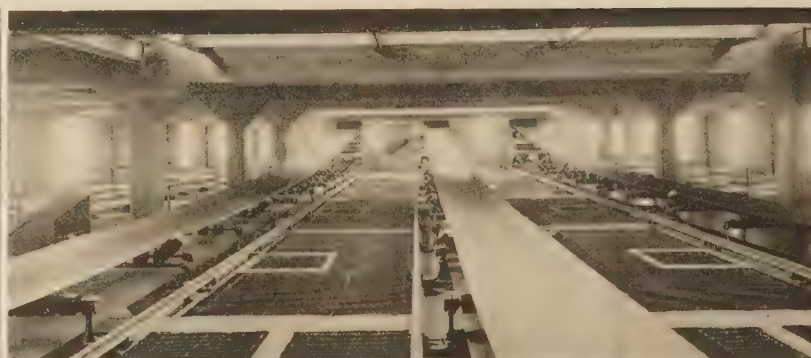
The elevator equipment consists of the following: Four shipping legs, 25,000 bushels per hour each; two receiving legs, 25,000 bushels per hour each; one utility leg, 10,000 bushels per hour; four conveyor gallery shipping belts, 25,000 bushels per hour each; two receiving conveyor belts, 25,000 bushels per hour each; four shipping conveyor belts under annex, 25,000 bushels per hour each; three distributing conveyor belts over annex, 25,000 bushels per hour each; three transfer conveyor belts in work-house, 25,000 bushels per hour each; one drier conveyor belt, 20,000 bushels per hour each; eight unloading sinks, with interlocking device, equipped with positive electrical control, 2,000 bushels capacity each; seven Fairbanks Registering Beam Type Hopper Scales, 2,000 bushels capacity each; one Morris Drier, 2,000 bushels per hour; two Monitor



THE RECENTLY COMPLETED PUBLIC GRAIN ELEVATOR OPERATED BY THE BOARD OF PORT COMMISSIONERS, NEW ORLEANS, LA.



ONE OF THE TRANSFER BELTS ON WORK HOUSE DISTRIBUTING FLOOR



THE THREE 40-INCH BELT CONVEYORS IN CUPOLA OF STORAGE ANNEX

cluded work-house, storage, drier, track sheds, marine tower and dock galleries. The contract was awarded to Jansé Bros., Boomer, Crain & Howe, of Detroit, Mich., on February 1, 1916, and completed February 1, 1917.

Immediately after the completion of the first unit, it became apparent that there was urgent necessity for a second unit, due to the fact that water shipments to Europe were seriously hampered by the German submarine menace causing shortage of bottoms, and consequently considerable grain had to be held in storage awaiting the arrival of ships. In March, 1917, the Board of Port Commissioners decided to add a second unit of 1,600,000 bushels. The contract for this additional unit was likewise awarded to Janse Bros., Boomer, Crain & Howe, and is now under course of construction.

pits, with interlocking devices equipped with positive electrical control, each pit being of 2,000-bushel capacity. The grain is raised to the top floor of the work-house by two receiving legs, each leg with a capacity of 25,000 bushels per hour. There are also four shipping legs with a capacity of 25,000 bushels per hour each, and a utility and drier leg with a capacity of 10,000 bushels per hour. These legs are driven by individual 150 horse-power ball-bearing motors, furnished by Fairbanks, Morse & Co., who supplied motors for the entire plant.

Grain can be unloaded at the rate of 200,000 bushels per day from cars, and at the rate of 60,000 bushels per day from ships or river barges. This is the only elevator in New Orleans equipped to receive grain by water. The pneumatic unloading device for unloading grain from ships was furnished by

Oat Clippers, 1,500 bushels per hour; one Monitor Separator, 3,500 bushels per hour.

The plant is equipped with the latest modern devices for the protection and handling of grain, including journal alarms, rope strand alarm, Zeleney Thermometer System, telephones throughout the plant, and pneumatic tube from unloading shed to scale floor and foreman's office.

The Public Grain Elevator is absolutely fire-proof, is equipped with an up-to-date dust-collecting system. This house has earned the reputation of being one of the cleanest grain elevators in the world, records being kept in ink on the scale floor. The dust nuisance, which is usually considered unavoidable around hopper scales, has been eliminated by a system of curtains installed under the direction of Charles F. Sanford, elevator superintendent.

One of the particular features of operation is the two-story cupola over the storage tanks. Three 40-inch receiving belt conveyors serve this cupola and by a system of 28 Mayo Spouts any bin in the house may be reached from any belt. Four 40-inch belt conveyors are provided in the basement, so that grain can be turned over in a very rapid and eco-



PART OF THE SPOUTING SYSTEM

nomical manner. This is very essential in this climate on account of the extreme temperature and moisture.

Webster equipment and machinery, made by the Webster Manufacturing Company of Tiffin, Ohio, has been used throughout the plant, and will be used in the second unit. All bearings, including the conveyor stands, are of the ring-oiling type, and there is not a grease cup in the entire elevator.

The storage bins are 60 in number, 15 feet in diameter and 85 feet deep, providing with their inter-space bins, storage for 750,000 bushels, while the square bins in the work-house hold 175,000 bushels.

In the addition now being built there will be 112 tanks of the same dimension, providing storage for 1,600,000 bushels. An inclined gallery 350 feet long



ROPE DRIVES TO ELEVATORS

takes out-going grain from the work-house on four 40-inch belts and delivers it to the marine gallery, which extends 1,250 feet along the Mississippi River. The marine gallery is built for two 40-inch belts in each wing, but only one belt is installed in each wing at present. Over 15,000 feet of Diamond Belting has been used in the elevator.

The second unit is being built under the direction of J. D. O'Reilly, chief engineer for the Board of Port Commissioners. W. L. Richeson, chief grain inspector for the Board of Trade, and Chas. F. Sanford, superintendent of the Public Grain Ele-



THE ELEVATOR HEADS

vator, taking the house-operators' viewpoint, assisted in the design of both units, especially as to the spouting layouts, and Mr. Sanford invented what is known as the Sanford Belt Loader. All loaders throughout the house are of this type, which delivers grain on to the belt, with a choke feed.

Canada's Food Control

Board of Grain Commissioners in Canada to Act Independently of the Food Controller—Task of Disposing of 1917 Grain Crop a Difficult One—Personnel of the Board

CANADA beat us to the point of "food control." To be sure, Canada has been in the war since it started and the people there have had three years' preparation for war measures of this character, and in addition, the food controller, Hon. W. Hanna, was appointed and his office was created by an order-in-council, which is quite a different thing from getting a bill through both houses of Congress at Washington.

Mr. Hanna is authorized to make the necessary investigations into quantities, location, ownership, sources of supply and prices of any article of food in Canada. He shall ascertain domestic requirements and facilitate the export of surplus to Great Britain and her allies, subject to the approval of the Governor-in-Council. The order also provides that the food controller may make regulations governing the prices of any food and storage, distribution, sale and delivery thereof. He may regulate

tomary agencies of distribution should handle the crop.

On the other hand there were many plans advocated upon which no agreement could be reached. These included fixing prices, maximum, minimum, or a flat price for each grade; restriction of exports to neutrals; co-operation with United States exporters; operation of hospital elevators; regulation of milling; and fixing of flour prices.

To co-ordinate open markets and future trading with fair prices, without hurting any element of the trade, disorganizing the channels of distribution or limiting the output, is a big undertaking and will tax the ability of the supervisors to the utmost. They are experienced and capable men, however, and the trade has confidence in their ability to solve the problems confronting them. One of the important features of the work will be in so distributing purchases among dealers that all will get



CANADIAN BOARD OF GRAIN COMMISSIONERS

the conservation and consumption of food in hotels, cafes, private homes, clubs and elsewhere, and, with the approval of the cabinet, he may requisition, store, sell and deliver food and may appoint a necessary staff to carry on the work.

The duties of the food controller are not to interfere with the Board of Grain Commissioners who were recently appointed to supervise the disposal of this year's grain crop.

In this respect the Canadian food controller is in a different position from Mr. Hoover's, whose first duty will be to properly regulate the trade in grain. Fortunately Mr. Hoover is too sensible a man to attempt to do this without advice from the trade and his advisors will virtually correspond to the Canadian Commission, although the responsibility will rest with Mr. Hoover, who will thus be in a position to better co-ordinate our grain distribution with that of other foodstuffs.

The Canadian Board of Grain Commissioners, or supervisors as they are called, is shown in the accompanying illustration, made from a photograph taken in front of the Winnipeg Grain Exchange. Reading from left to right they are W. A. Matheson, W. L. Best, J. Ainey, W. R. Bawlf, James Stewart, Dr. Robert Magill (chairman), J. C. Gage, T. A. Crerar, H. W. Wood, Lionel Clarke, and S. K. Rathwell. The Executive Committee are Dr. Magill, James Stewart and J. C. Gage.

The first act of the Board was to hold a series of hearings at Winnipeg in which growers, shippers, commission men and millers participated. Upon several points all of these interests were agreed: That future trading, under certain restraints, should be continued; that the open market should be restricted as little as possible; and that the cus-

some share of the export orders. If the entire business is thrown to a few houses other firms will have to go out of business and sacrifice a good will which they have spent years in establishing.

BURBANK'S SUPER-WHEAT

Luther Burbank's reputation as a scientist and conservative publicist is too secure to pass over in silence his announcement that, after 10 years of experimenting with wheat, he has evolved a strain of wheat, the average yield of which will run from 50 to 70 bushels to the acre. The yield has been carefully tested in comparison with 68 other varieties of wheat, and it excels them all in productive-ness.

In an interview with a press representative, Mr. Burbank said:

This country has raised over 500,000,000 bushels of Burbank potatoes since I produced them in 1873. Twenty-seven million carloads!

According to official statement more than 85 per cent of all plums and prunes annually shipped out of California in fresh state are my own creations.

But I make the confident prediction that my new wheat will do as much or more for the nation than the Burbank potato and the fruits.

Protein is the important food element in wheat. I am still working to increase the protein in this new type and in other Western varieties of grain which are particularly lacking in it.

With that element now improved and the yield per acre greatly augmented, a big step forward has been taken in meeting the world's cry for bread.

This grain is not to be put in the class of the miracle wheat we have heard about in the last 10 years. When the plant wizard of California makes an announcement the agriculturists of the whole world sit up and take notice.

Midsummer Indiana Grain Convention

Good Program Brings Large Crowd to Indianapolis Gathering—War Time Topics are Discussed—Patriotic Addresses Feature the Evening Entertainment

MORE than 300 names were inscribed on the register for the midsummer meeting of the Indiana Grain Dealers' Association on June 21 and 22. A majority of this number were present in the Assembly Room of the Indianapolis Board of Trade when President J. S. Hazelrigg called the first session to order at 1:30 p. m. The invocation was delivered by Rev. A. B. Storms of Indianapolis who supplemented the prayer with a brief address of welcome.

The following Committee on Resolutions was then appointed by the president: John J. Putnam, Newport; C. A. Ashpugh, Frankfort, and John Shine, New Albany.

P. E. Goodrich, chairman of the Legislative Committee reported that the Wright Bill, endorsed by the committee, had failed to pass the state legislature. This authorizes the appointment of official weighmasters in any city or community upon a petition signed by 10 or more citizens. This would have been especially desirable for grain shippers marketing to points where there are no public elevators or weighing systems. The bill failed of passage largely for want of a complete understanding of its real purposes. Another bill the committee favored provided that the Public Service Commission be given jurisdiction over real estate leased by transportation companies to the shipping public. This would take care not only of the value of the property and the rental but also review of contracts on complaint of either party. This bill died in committee.

The Legislative Committee helped to kill a bill to regulate the seed trade of the state, since the provisions were so drastic as to place unwarranted burdens on seed dealers. Purdue University was assisted in obtaining an increased appropriation for encouraging corn contests, etc. The State Commissioner of Weights and Measures was aided in securing an additional appropriation to cover the purchase of two motor trucks for carrying scale testing equipment around the state. The chairman of the committee attended the conference at Washington on May 1 with the Special Committee of the Council of National Defense, and helped to present the argument that grain and grain products in the present crisis were entitled to preferential car supply and movement.

A. E. Reynolds, chairman of the Legislative Committee of the Grain Dealers' National Association, stated that the only legislation up before Congress pertains to war measures. "Where are we and what is the Government going to do, and how is it going to affect the grain trade?" he said, "is the question. The only well defined solution at Washington is to defeat the Central Powers. How and when is the question. Some bills will be passed to solve the problem and probably the first will be the Food Control Bill and it is not for us to criticize if we are to show any patriotism.

"I don't think much will happen to the grain trade. Can't find a critic of the Grain Standards Act which was thought would break the grain business. Business will meet the requirements of the Government demands. The Government will allow you to do business and make enough money for a living, and pay taxes, and everyone should help win the war. It is not right to protest against measures or regulations put before Congress.

"The grain trade will be divided into three classes The country elevator operator who will be little affected; the cash grain or commission merchant who will be slightly affected, and the terminal storage man will be most affected and likely to be very sharply censured.

"The Government will want men well versed and trained in their lines, as it will need 5,000,000 men in the rear to supply 1,000,000 in the front.

The big thing is to have every man, woman and child do their part."

In the absence of Prof. A. T. Wiancko of the Joint Committee on "More and Better Wheat," J. C. Beavers read a report recommending the holding of numerous public meetings, locating all the seed wheat, studying the fertilizer situation and supplying information about it to farmers, giving instructions in cultural methods and distribution of special wheat literature. The expenses incident to the campaign will be met in part by Purdue University, which will provide a state leader and so far as possible organizing assistants and speakers. It will be necessary to secure additional funds for traveling expenses, circulars, postage and miscellaneous items.

In discussing the subject: "During These Troublous Times What Can We as Patriotic Citizens Do in the Discharge of Our Duty to the Nation, the State and Otherwise, and What May We Expect in Business During and After the War?" Col. Chas. B. Jenkins of Noblesville made a most patriotic appeal to the Indiana grain dealers. He praised Purdue University for its work in developing the resources of the fields and soil. He believed that the grain men and millers who were asked to contribute to the institution owe it a great debt, as all wealth comes from the soil. He called attention to the standing and integrity of the grain men and millers in each community and said that the man who villifies either, for instance, calls him a thief, as Carl Vroonman did, will hang himself.

He referred to the good work of the Y. M. C. A., urged subscriptions to the Liberty Bond issue and contributions to the Red Cross Funds and suggested that the grain dealer organize his community so as to divide the burden of the expense among each resident.

He stated that he really needed future trading, for with 600,000 to 700,000 bushels of wheat in storage and no protection it would be a burden as future trading is a benefit to the country.

It is necessary to encourage greater production of wheat with more extensive cultivation. Encourage grain dealers to distribute wheat seed among their constituents and reap the certain benefits after harvest.

C. A. McCotter, of Indianapolis, then addressed the delegates on "Fire Prevention, Inspection of Plants by Representatives of the Insurance Companies, Pursuant to the Plans of the National Board of Fire Underwriters Under the Direction of the State Fire Marshal," covering the work of the inspectors in wartime and urging co-operation of the elevator owners.

V. E. Butler read a paper on the Proposed Recommendations of the Trade Rules Committee of the Grain Dealers' National Association, which have previously appeared in the columns of the "American Grain Trade." Mr. Butler is giving the state associations opportunity to discuss these rules before action is taken at the Buffalo convention of the National Association in September.

John S. McDonald of New Albany told about the cyclone which struck his city on March 23, which killed 49 persons, injured 4,000 and destroyed 498 buildings. He referred to the good resulting from the tornado, in that it promoted brotherliness and also spoke about the splendid work done by the Red Cross in caring for the injured and homeless ones.

THE ENTERTAINMENT

Owing to the war condition and the part the grain trade plays in it the committee in charge of the entertainment on Thursday evening prepared a pleasing and patriotic program enjoyed by all grain men and their wives and sweethearts. An excellent orchestra and a quartette composed of members of the Indianapolis Board of Trade enter-

tained the audience, which (latter) also sang American patriotic songs.

Among the speakers of the evening were Major Darrah of Ft. Benjamin Harrison who referred to the work the boys are expected to do at the front, and that these men are needed here to supply them. Other speakers were: Hon. Wm. H. Hayes, chairman of the State Council of Defense and Prof. Geo. I. Christie, Director of Food Production and Conservation Commissioner of Indiana, who stated that it was absolutely necessary to increase the crop production in all cereals if the prospective army of the United States is to be fed and that those at home must also be sufficiently nourished to be able to carry on their business pursuits.

Claris Adams, assistant prosecuting attorney, also delivered an oration on the present day crisis.

FRIDAY SESSION

The second day's session was called to order about 10 a. m. and W. P. Carroll, Federal Grain Supervisor of Chicago, reviewed the Official Wheat Standards in a very interesting way. The members listened with close attention, and there was no discussion at the end of the address, although an opportunity was given, proving that grain men are now rather familiar with the Grand Standards Act.

"Railroads" were talked about by Fred Zimmerman, vice-president of the Monon Railroad, Chicago, in a very capable way. He said that the railroads have not kept pace with the nation's growth in the last 10 years and today we are faced with inadequate transportation facilities. He touched upon the initial attempts at Government regulation, which culminated in drastic laws aided by the growing public distrust. Then the carriers became the target of demagogues, resulting in much adverse legislation. Due to this unfair attitude revenues were decreased, taxes increased, and investors sought more profitable fields for their funds. The result was that renewals and improvements were made only when the necessity was imperative. This was one of the main causes for the car shortage and he argued that an increase in rates which would allow expenditure for new equipment is highly desirable from the standpoint both of shippers and carriers.

Regardless of the handicaps under which the railroads are laboring they have risen to the support of the nation in wartime in a marvelous way. A number of committees composed of expert railway officials are now co-operating with the Council of National Defense, and general agents have been appointed at all the military headquarters with no other duties than to work with the military authorities. Every patriotic citizen must assist by encouraging in transportation facilities. One of the best ways is to load all cars to their maximum capacity and inaugurate local campaigns for greater efficiency in freight shipping, including prompt loading and unloading.

H. H. Deam of Bluffton reported on his recent appearance before the Car Service Commission at Washington. He referred to the greatest crisis we are facing in the shipping world and urged that cars be loaded to capacity. He stated that he, together with grain men representing Chicago, St. Louis, Minneapolis and other markets, attended a hearing before Congressman Lever on the proposed bill to close the grain exchanges and heard the Senate discuss the matter. He visited Julius Barnes who assured him that the Commission was doing everything in its power to supply cars, and as a result of this visit cars were immediately furnished to a number of shippers in Indiana.

He advised grain shippers demanding cars to fill out car blanks and file with local agent who in turn make request to the Commission. Also take it up with Secretary Riley, who will make demand through the proper channels.

He favored increased freight rates as the railroads did not share in the general prosperity of the country, for railroads are needed in the grain business and everything should be done to help the country and the railroads to tide over the present conditions.

The Resolutions Committee submitted a number

of resolutions which were all adopted without debate. Included in these was a recommendation that Indiana grain dealers conform to Government grain standards with the following discounts and premiums: With No. 2 wheat as a basis, 1 per cent premium on No. 1, 2 per cent discount on No. 3, 5 per cent discount on No. 4 and 10 per cent discount on No. 5. Other resolutions approved the report of the Committee on More and Better Wheat and pledged co-operation in its campaign; recommended that grain exchanges be kept open to afford facilities for legitimate distribution of grain crops; recognized necessity for grain conservation and endorsed the work of the fire marshal and the insurance men; approved the proposed Trade Rules of the Grain Dealers' National Association; expressed sympathy and regret on the death of two members, David Unger of Russiaville and Albert W. Loughry of Monticello; thanked the Indianapolis Board of Trade, the Entertainment Committee and the speakers.

Immediately after the adoption of the resolutions the convention adjourned.

CONVENTION NOTES

Friends of Leroy Urmston were assured that his illness, which confined him to his home, was not serious.

"He's a Bear," they sang of H. M. Brouse of Cincinnati for his visits to the "Polar Roof" regions were very frequent.

E. H. Beer of Chas. England & Co., Baltimore, very generously distributed copies of the Official Grain Standards of the United States for corn and wheat, put up in booklet form.

A grand finale in the form of a dansante was held on Friday afternoon by the younger folks in the offices of the P. M. Gale Grain Company and Lamson Bros. & Co., thanks to Mr. Davidson and his ukulele.

Many grain men present bore military titles due to their appointment on the staff of Governor Goodrich. Among them were: Colonel Chas. B. Jenkins, Noblesville; Colonel Warren T. McCray, Kentland; Lieutenant-Colonel Bert A. Boyd, Indianapolis, and Major George Lewis, of Lawrenceburg.

A strong delegation was present from Buffalo, boosting hard for the National Convention. Among them were: Secretary Fred Pond of the Corn Exchange; F. J. Schonhart of the Electric Grain Elevator Company; H. T. Burns, of the Burns Grain Company; C. W. Urmston of the Urmston Grain Company; A. T. Ward of the Townsend-Ward Company; Milton Crowe, grain commission merchant.

An Emerson Kicker was on exhibition as well as a carburetor of the Kerosene Carburetor Company with P. A. Rice, general manager, demonstrating it. Other supply representatives present were: A. S. Garman and W. B. Sutton, Huntley Manufacturing Company, Silver Creek, N. Y.; C. L. Hogle, Invincible Grain Cleaner Company, Silver Creek, N. Y.; P. G. Hunker, Jr., B. C. Nelson and Fred W. Kennedy of the Kennedy Car Liner & Bag Company.

THE ATTENDANCE

The Indiana grain shippers who were registered were as follows:

W. H. Aiman, Pendleton; C. S. Anderson, Stockwell; W. A. Anderson, Milton; C. A. Ashpaugh, Frankfort; E. W. Ball, Rushville; J. C. and J. J. Batchelor, Sharpville; C. M. Barlow, Kokomo; D. L. Barr, Wheatland; E. A. Benedict, Chase; Robt. Bell, Brookston; D. L. Brookie, Frankfort; N. Clabaugh, Frankfort; W. E. Connay, Messick; A. B. Cohee, Frankfort; L. L. Cook, Windfall; C. D. Cutsinger, Edinburg; H. H. Deam, Bluffton; J. F. Doan, Swanton; J. E. and R. B. Deaton, Sidney; N. Davis and O. A. Davis, Michigantown; J. C. Donovan, Yorktown; R. J. Deardorff, Centerville; S. Egly, Geneva; C. E. Foster, Attica; J. C. Fox, Manilla; P. E. Goodrich, Winchester; J. N. Gordon, Summitville; L. E. Greenwood, Galveston; J. M. Hanna, Willowbranch; J. T. Higgins, LaFayette; H. L. Holly, Atlanta; C. A. Hornbeck, Avery; J. Howell, Cammack; F. S. Hunt, New Richmond; E. Hutchison, Arlington; A. Inman, Sheridan.

C. B. Jenkins, Noblesville; H. H. King, Winamac; E. Kirkpatrick, Shirley; Etna Lefforge, Kennard; Otto LeForge, Rossville; J. S. Leakey, New Lisbon; W. H. Leisure, Gwynnville; J. C. McCarmon, Letts; J. R. McConaughy, Earl Park; J. S. McDonald, New Albany;

L. McFadden, Walton; E. J. Mendenhall, Sheridan; C. S. Miller, Elwood; S. A. Miller, Mulberry; P. W. Milliken, Blountsville; D. C. Moore, Waynetown; E. A. Morris, Newcastle; T. Morrisson, Kokomo; J. H. Morrow, Wabash; W. Nading, Sheldon; A. L. Nelson, Montpelier; W. O. Neuenschwander, Berne; C. L. Northlane, Union City; A. Orme, Rushville; J. O. Pape, Fowler; J. C. Phillips, Star City; C. B. Pontius, Claypool; H. W. Reimann, Shelbyville.

A. E. Reynolds, Crawfordsville; U. Seeger, Marsh-

field; C. B. Shelby, Cyclone; J. P. Shoemaker, Daleville; D. P. Simison, Romney; E. N. Smith, Buckeye; E. K. Sowash, Middletown; C. A. Stevenson, Frankfort; B. Taylor, LaFayette; E. Taylor, Montmorenci; O. J. Thompson, Kokomo; A. C. Valentine; J. M. and E. R. Walker, Middletown; H. E. Waltz, New Palestine; A. P. Watkins, Lincoln; P. Weaver, Sheridan; E. C. Williams, Dayton; H. C. Wolf, Morristown; P. J. Wolfram, Brownsburg; J. C. Williams, Waleville; T. B. Wilkinson, Knightstown; O. Kundt, Stockwell.

Ohio Dealers Meet at Toledo

Overflowing Program Centered Around Conducting of Grain Business in War Time—New Officers Elected

FOR the first time in its 38 years' life the Ohio Grain Dealers' Association went to Toledo for its annual convention on June 26 and 27. The city was selected by a postal card vote and it is safe to say that not a single member who voted for Toledo regretted his choice, for it was a splendid convention from start to finish and the Toledo grain trade exhibited a brand of hospitality pretty hard to duplicate.

All sessions were held in the banquet hall of the Secor Hotel, the first session being called to order by President John Wickenhiser, at 10 a. m. on Tuesday morning, June 26. After an invocation by Rev. Samuel Charles Block of Toledo, the delegates were welcomed by F. O. Paddock. He remarked that

stated that Toledo was chosen by a large majority and everybody was glad to be there for it is the home of the Grain Dealers' National Association. He thanked Mr. Paddock and the members for their hearty welcome.

He added that the Ohio Grain Dealers' Association was organized in Put in Bay in 1879, and was glad to have "Uncle Joe" McCord still with us, although many pioneers have passed away, but hoped the secretary would be spared for many years. He referred to Toledo always taking an active part in all meetings, with such men as Col. Southworth and Fred Mayer in attendance.

PRESIDENT'S ADDRESS

President Wickenhiser then read his annual address in which he called attention to unusual conditions in the grain trade during the year. Never before has the Association witnessed such high prices. It is not surprising that Government control is near because it is evident that in times of war and distress, the law of supply and demand is inadequate to control prices.

"The grain trade is in a state of chaos," he said. "Conservation of our resources is one of the greatest problems confronting us. We need not fear that Governmental administration will deal unjustly with us. Patriotism and faith in the cause of righteous liberty and freedom will bring to us the permanent substantial establishment of a greater future for the grain trade than has ever obtained in the past.

"There are just as many true patriots in the grain trade as in any other line of business, and it is the duty of every grain dealer to co-operate with the authorities of the Government by helping to handle grain in such a way that it will reach the consumer at the smallest possible expense and in quickest possible time if needed. Don't speculate by holding grain for advances in price."

FINANCING THE GRAIN BUSINESS

H. I. Shepard, vice-president of the Ohio Savings Bank and Trust Company, Toledo, talked well and convincingly on "Financing the Grain Business." He emphasized the fallacy of the slogan, "Business as Usual," declaring that there is no business being conducted at present on usual lines. When the Government itself enters into a great business—that of conducting war—other business must subordinate itself to the prosecution of the main business. Continuing, he said:

The Government is apparently going to continue its restrictions on the methods of dealing in wheat, so that buying will be limited to the amount of existing short holdings. This will of course restrict the amount of contracts that can be entered into for future delivery of flour, but the benefits to be obtained by the restrictions on the one hand are probably greater than the bad effects of the restrictions on the other, and the result will be that the grain and flour business will have to be conducted upon the immediate existing conditions and at prices that are three or four times the normal prices. These restrictions apparently are not going to apply to dealings either in corn or oats.

These conditions lead us squarely up to the question of the financing of the grain situation during the coming fall. The answer to the question of how banks will handle the matter is apparently rather easy. The Government through the agency of the Federal Reserve System is going to do everything to facilitate the re-discounting of all paper that has to do with necessity trading; that is, paper given resulting from transactions having to do with the feeding of the population and the army, and it goes without saying that there is ample money in the country to finance any amount of this class of business at any price that



PRESIDENT EARL C. BEAR
Hicksville, Ohio.

there must have been 37 reasons why the convention failed to meet in Toledo and he was going to give a few reasons why they should meet in Toledo in the future, stating that Toledo is the largest clover and timothy seed market in the world, that it is one of the largest railroad centers, that it has the best harbor on Lake Erie, largest coal shipping market on the Great Lakes.

"In 1900," he said, "we handled 43,000,000 bushels of grain in Toledo, in 1911, only 15,000,000 bushels. We have been held back by railroad restrictions, but as chairman of the Rate Committee expect to have all unjust discriminating railroad rates settled up, and put Toledo on the map again, and what we can do for Toledo we will do for you."

"The U. S. Government has instituted new wheat grades. Number 2 red must have 59 pounds and 13 per cent moisture, and every market in the U. S. must have a standard of No. 2 red wheat. Every shipper must have a complete outfit for testing the grain to comply with the Government grades. If shippers have any trouble with Chief Culver and the Produce Exchange, go to see Mr. Miles, our new Government supervisor. He is an experienced grain man and will see that you get a square deal."

In responding, Chas. E. Grose of Circleville,

may exist. The food situation, in other words, will be placed upon a war basis and speculations of all kinds will be outside the favored circle of transactions.

In short, I believe the grain dealers of the country may as well look to the curtailment of their business to those transactions which are a part of the general war necessity, and upon this basis they can be assured that financing to any extent will be provided.

It is understood that 90 per cent of all the industries of England today are working on war products. While this per cent may not be approached in this country, it is safe to say that at the end of another year a very large per cent of the total business of this country will be of this character, and whatever the demand upon the banks, the business men of the country can be assured now that legitimate business will have all the money that it needs and promptly.

REPORT OF SECRETARY-TREASURER

Secretary-Treasurer J. W. McCord submitted a brief report showing that the Association is alive to the exigencies of the period, that it has been aiding other associations in an effective manner and that there is not a single "slacker" in the membership, everyone being ready to make any sacrifice for the general good of the country. Receipts for the year amounted to \$1,044.47 and expenditures \$974.56, leaving a balance in the treasury of \$69.91.

CONVENTION COMMITTEES

The following temporary committees were appointed by President Wickenhiser:

Auditing—F. J. Reinhart, R. G. Calvert, U. G. Furnas.

Resolutions—L. W. Dewey, C. E. Groce, E. C. Eikenberry, E. M. Crowe, E. C. Bear.

Nominations—H. W. Fish, H. G. Pollock, Fred Mayer, J. H. Motz, O. W. Cook.

FILLING A BIG WAR ORDER

Clark S. Wheeler, Director of Agricultural Extension, Ohio State University, delivered an interesting address on "Filling a \$300,000,000 War Order," in which he stated that Ohio farms are now acting as one unit of a tremendous food factory to fill the state's share of the order. Upon the great Middle West must largely depend the feeding of the Allies. The war order for food is like any other commercial transaction in the war. People in the farming districts have as much patriotism as any other section, and will do their share.

He urged that the farmers' product be bought on the same intelligent basis now governing the purchase of ammunition, uniforms and prepared foods. In other words, let Congress authorize the President to fix a minimum price for staple crops. Then the farmer would know what his crop would buy and he could buy machinery, fertilizer and labor without having to resort to guesswork.

The labor situation in a number of Ohio counties is quite bad. Twenty-one free employment offices are now being operated by the State Council of Defense and some help may be expected from them. But additional help will doubtless be needed and it may be necessary to conscript men for farm labor.

The delivery of the goods is another important item. There must be a large number of cars available next August to move the grain that is being raised, and about the same time or a little earlier a large quantity of fertilizer will be on the road.

IN MEMORIAM

A memorial address was read by Secretary McCord for the members of the Association and wives of members who had passed away during the year, these being: John W. Burk, Springfield; Joseph Colton, Bellefontaine; John W. Allinger, Sidney; G. W. Lamb, Hooker; Jay Leas, West Manchester; Mrs. C. T. Pierce, Van Wert; Mrs. B. W. Mars, Columbus; Mrs. H. W. Fish, Marion.

SOME OBSERVATIONS

V. E. Butler of Minneapolis in his "Observations by the Wayside" reviewed the industrial, commercial and agricultural growth of this country within the last 50 years. He defended the present system of trading in grain, declaring it is economically right. Production, conservation and transportation are three foremost questions demanding solution. The first two are fairly well in hand, the transportation question remaining the most difficult to solve. It may finally be solved by forbidding shipping out and shipping in of the same products. Conserva-

tion requires sacrifice. Four words that are seldom heard now are, "I can not afford." We live in an era of extravagance which it will be hard to curb. He recommended training the youthful minds in economy in the public schools. In conclusion he said:

In your eagerness for things to do under these trying times do not overlook the simple task at hand while looking for a hard one at a distance; conduct your business as energetically as you would conduct it if we were at peace; take your profits and make all the money you can with a clear conscience, and then as a good patriotic citizen buy your country's bonds. Buy all you can. Make liberal subscriptions to that most merciful work of the Red Cross and remember the greatest task of the country's citizenship is to carry on its greatest industrial effort so that during and after the war this great country may be the world's chief provider. To fall short of this will be a crime against the future of the world. Our supreme war duty lies in the task of keeping our bodies, minds and affairs vigorous and wholesome. Give to our country our sons and daughters, but get behind them with every ounce of effort at our command. In these times we need apostles of society whose visions are clear, whose judgments are clear



VICE-PRESIDENT C. M. EIKENBERRY
Hamilton, Ohio.

and those with thoughts that can rise above self to the common cause of all. We have suffered enough from hysteria, now let's think.

WEDNESDAY SESSION

The Wednesday morning session was opened with an address by E. C. Eikenberry, president of the Grain Dealers' National Association, on "Today and Tomorrow in the Grain Trade." After referring to the problems ensuing to the grain trade from the war, he took up the question of the Food Control Bill and said:

The bill before Congress is being added to and taken from every day. I think your elevators will be for your own use the same as they have been, and it is the most economical way to handle grain that now prevails. It is not at all probable that the Government will take over the elevators.

Some radical restrictions will no doubt be put about the grain trade in handling the business. Our plea is to leave the business intact, so that after the war we may proceed in business as before. We can request that our investments be made secure and our equipment be used the same as in the past. This is sane and not an unpatriotic request. The Government will definitely control the export of grain—so much to the allies and so much to the neutrals. There can be no definite policy until the Food Control Bill has been passed. The great question of transportation will regulate the distribution.

By being forewarned you can be ready to arrange your business accordingly. Some things war will bring to us that we can't escape. No one will be unaffected. We need discipline. We are fat and lazy as a nation. We must get back to first principles, and the war will bring this about.

A change in the details of our business will come regarding storing and transporting of grain. Under the necessity of war the Government will demand and exact. War means sacrifice, but the liberty of

the world is worth fighting for. War is the survival of the fittest. As your business is a necessity, your business will survive. My own opinion is that the Government will not set maximum or minimum prices, except as a last resort, and that prices will be regulated by supply and demand.

Secretary Quinn of the Grain Dealers' National Association, when called upon by the president, said he had been in Washington the past week and found several plans had been evolved with reference to the Food Control measure. He said:

The Government intends to take over the surplus wheat of 1917. It will not abolish future trading in corn and oats. As there will be practically no surplus in wheat, it is the purpose of the Government to step in and take the place of the speculator. All the work in connection with the food control act will be through Mr. Barnes, who has been selected by Mr. Hoover who says he will make no move in the handling of grain without consulting Mr. Barnes and a committee of the grain trade. This committee will be composed of seaboard and internal market dealers and the Grain Dealers' National Association committee to represent the other grain interests of the country. As soon as it is known what the Senate will do, this grain committee will meet at Washington.

In regard to hoarding it will not be considered hoarding for a mill to buy a full year's supply of wheat at the crop movement and store it for use. It will save on transportation through the movement of the crop. You need not expect to make money during the war. The Government will expect you to make a fair salary and take care of your overhead, but that is all.

R. T. Miles, Federal grain supervisor at Toledo, delivered an address on the "U. S. Standard Grades of Wheat," reviewing the history and provisions of the Grain Standards Act. Secretary McCord suggested that every dealer study Bulletin No. 22 of the Department of Agriculture dealing with the wheat grades, as carefully as he would study the Bible.

C. M. Eikenberry read a message from Governor Cox of Ohio in which the food conservation and fire-prevention movement fostered by the National Board of Fire Underwriters was commended. The Governor urged all grain dealers to support the larger movement for stimulating increased production and eliminating waste.

Secretary McCord gave a resume of the fire prevention work in Ohio. Two hundred trained inspectors are now at work inspecting premises where food and war products are stored or manufactured. The service, with its special police powers, is not an insurance proposition; it is strictly conservation by fire prevention. These inspectors should have the cordial and willing co-operation of all grain dealers.

OWNERSHIP-POOLING OF CARS

H. L. Goemann of Mansfield talked about transportation matters, reading the following on the ownership-pooling of box cars:

Some time ago I submitted to Mr. Daniel Willard, chairman Advisory Commission of the Council of National Defense, an ownership-pooling plan on box cars. I believe same has been submitted to the Railroad Committee for attention.

Since I submitted the plan Congress has passed the Esch Bill, which was amended in the Senate. The first paragraph of the amended bill reads as follows:

"The term 'car service' as used in this act shall include the movement, distribution, exchange, interchange and return of cars used in the transportation of property by any carrier, subject to the provisions of this act."

You will note from this that two words, "movement" and "distribution," were added to the house bill by the Senate. Therefore the bill as passed gives the Interstate Commerce Commission fuller authority than was contemplated in the original Esch Bill. Therefore the Commission now has the right to act promptly, without hearing, and even in contravention of rules which they may heretofore have adopted.

In view of the fact that the Interstate Commerce Commission now has this full authority over the movement and distribution of cars of the railroads, it would seem to me if the Commission would authorize the railroads to adopt the ownership-pooling plan which I suggested, that we would have greater relief on box cars. It would bring the cars back so that they could be used at originating points, and thus help to facilitate the moving of grain from the farm, as well as furnishing terminal elevators equipment to keep the grain moving from terminal points.

The plan recommended was as follows:

"To standardize at once all new box-cars so as to have a uniform size as well as cost and therefore have a uniform investment and earning capacity.

"To have Congress pass a pooling bill permitting the railroads to pool their equipment under the super-

vision of the Interstate Commerce Commission if necessary.

"That each road be entitled to the number of cars that they own irrespective of the marks on the cars. The per diem to the amount of ownership of cars can be fixed at any rate as the debits and credits will offset each other. On any surplus above ownership, the per diem to be \$2 per car with 48 hours free time to permit reporting to some central bureau.

"That the territory be zoned and a committee be appointed by the railroads same as Car Service Committee of the American Railway Association to take charge of the distribution of cars under the pooling arrangement and that surplus cars irrespective of ownership be delivered to the nearest junction to

under this arrangement. This would offset, in part, the expense of the operations of the special committee or bureau.

"The question was also brought up as to the switching roads and small railroads which have no cars. My suggestion to that would be that these roads be exempted for four days under reclaim rule as is now in effect, and that after that time they come under the regulations of the rule same as any other carrier (as four days no doubt would enable them to make deliveries and avoid penalty). If shippers detain cars they naturally would be penalized for the \$2 per car per day demurrage.

"The question was also raised as to the Interstate Commerce Commission ruling on export grain where-

the railroads now are being operated under the war measure passed by Congress, I would like to see the suggestions as above mentioned put into effect by the Special Committee on National Defense of the American Railway Association, and prove or disapprove the feasibility of same, and if found workable I believe that shipping organizations will be enabled to get such laws passed by Congress as would enable same to be kept in effect after the war period is over."

E. T. Custenborder, secretary of the Miami Valley Grain Dealers' Association, reported that this local organization was progressing nicely and a meeting would be held on July 10.

The Resolutions Committee through its chairman, L. W. Dewey, presented a number of resolutions which were adopted without discussion. Support was pledged to the Government, to Food Administrator Hoover and Julius Barnes; financial assistance was promised the Red Cross; compulsory arbitration of railway strikes during the war was urged and Government asked to require carriers to give preference to the movement of war supplies and foodstuffs; the railway rate advance of 15 per cent was opposed; the Federal Reserve Banking System was endorsed; obstruction of necessary legislation in Congress was condemned; a war tax paying a reasonable part of war expenses was favored but a tax levied almost wholly on those engaged in active business was deemed unfair; loyalty was pledged to the National Association; the work of the Convention Association in fire-prevention was praised and thanks were extended to the speakers, officers and the Toledo Produce Exchange.

F. J. Reinhart, chairman, reported that the Auditing Committee found the treasurer's report to be correct.

Upon motion, the Association raised the affiliated dues from \$3 to \$5 per year.

ELECTION OF OFFICERS

H. W. Fish, chairman of the Nominating Committee reported the following names, all of whom where elected to the offices recommended:

President, Earl C. Bear, Hicksville.

Vice-President, C. M. Eikenberry, Hamilton.

Secretary-Treasurer, J. W. McCord, Columbus.

Governing Board: Jesse Buckingham, Bellevue; Foster B. Houston, South Charleston; Fred Mayer, Toledo.

President-elect Bear made a brief speech expressing his appreciation of the honor and asking the



GATHERING OF OHIO GRAIN DEALERS AND GUESTS AT TOLEDO BEACH

such railroads who are short of their ownership, for instance:

"If New England and other Eastern roads are over 10 per cent and Southern Seaboard roads are under 10 per cent, the interchange can be made at Washington; or at Buffalo an interchange can be made to the lines there; or if the Michigan roads are short the interchange can be made at Toledo; or if other Southern roads are short interchange can be made either at Louisville, Cincinnati or St. Louis; and other Western lines at Chicago; and thus deliveries will be made without undue delay, unnecessary haul, and give the quickest results.

"The smaller roads, as for illustration, the Pere Marquette who originate grain and manufactured commodities under the above rule would no doubt order such cars as to take care of the traffic that they would originate—i. e., farm products grown along their lines, and the products of the factories and plants located on their lines.

"I believe that the above outline would bring about the desired relief and enable the railroads to take care of their business, especially if they increase their motive power and terminal facilities and do not permit any shipping or receiving firms to tie up for storage purposes railroad cars, but the moment that a firm is behind in handling promptly the cars consigned to them that an embargo be placed immediately and thus prevent their having an undue number of loaded cars. This will force shipping firms to increase their storage and handling facilities in line with the size of their business.

"I presume that the great objection to the above will be the high per diem on the surplus cars above actual ownership, but it is only by making this penalty high enough that results will be obtained as the demurrage rule enables you to collect from shippers \$2 per day demurrage and therefore if you go under that you will not be in position to enforce or bring about the living up to the rules. By having the penalty clause strong enough to bring about the enforcement, as I stated at a Chicago meeting, the Interstate Commerce Law is complied with, by reason of the penalty of both fine and imprisonment, and members on boards of trade, like the Chicago Board of Trade, comply strictly to their rules because of fear of expulsion in case of violations of the rules and no member desires to lose his membership, and so high penalties bring about compliance with rules.

"The question was raised as to who would get the \$2 per car per diem in view of the fact that it would be impossible to determine whose car was earning this. My suggestion to this was that the per diem be adjusted with all carriers at the uniform rate that might be established (whether it be 45 cents a car of 75 cents a car) and the difference between that and the penalty charge of \$2 to go to the bureau or committee that would handle the cars

by the railroads are allowed to furnish 20 days free storage at the seaboard as is covered by Boston & Albany Tariff ICC 7549, effective March 28, 1917, and issued under special permission. It would seem to me that where railroad companies desire to give this free storage that they should be compelled to furnish warehouses or grain elevators in which to carry the commodities and not expect to carry same in railroad cars.

"My attention was also called to the limited number of miles made per day by railroad cars, but as I



ANOTHER SECTION OF THE CONVENTION OUTING AT TOLEDO BEACH

understand it, the records of this movement are made up as the cars actually move over the road, as well as covering the dead time in which they are held in the yards and on side tracks. Therefore it would seem that this can be overcome by improving the switching conditions at the terminals or intermediate points.

"I have answered all the points that have been brought out in criticism of the suggestions I have made, and I believe that the rules suggested can be complied with as it is simply a matter of working out details, and carriers today take records of the various phases of transportation. In view of the fact that

co-operation of every member during the coming year. The convention then adjourned *sine die*.

CONVENTION NOTES

The foresight of W. H. Morehouse in supplying a souvenir box of matches for the after-dinner smokes was well appreciated.

Celluloid bags containing six celluloid picks neatly tucked away were distributed by J. F. Zahm & Co. to the conventionites, as a reminder when picking a good receiving firm.

Bill Cummings did the honors at the piano and there would have been no singing without him.

Mr. Edward L. Camp took complete charge of the ladies on their auto ride and luncheon at the Country Club.

The weather was not right for bathing, so Odiva did the swimming for the crowd and the trained seal performed unimaginable feats.

Patriotic songs were sung by the delegates after dinner and in addition F. O. Paddock surprised the audience by singing one of his favorite selections.

Everybody agreed that they never had as good a time at any of the meetings held at Cedar Point as they had at Toledo Beach—and that's saying some.

Mr. and Mrs. R. A. Sheets and John W. Sheets, of R. S. McCague, Ltd., Pittsburgh, motored in to Toledo, but were late in arriving owing to a breakdown while enroute.

The menu consisted, among other things, of: Lake Erie Pickerel, *a la Wickenhiser*; Frogs' Legs—Tartar Sauce—(*McCord Style*); Green Peas—(*Eikenberry Special*).

Upon registering, each delegate was handed a very handsome souvenir in the shape of a paper cutter with the insignia of the state of Ohio. This was given by the Toledo Produce Exchange.

Fred Wickenhiser advised his friends that he passed the physical examination, had been accepted by the Engineers Corps of Ohio and was to leave for Camp Perry within a few days and join Company A.

Samples of the six classes of the official wheat grades also of this year's crop of Texas wheat weighing 59 pounds was on exhibition, being supplied by Federal Supervision District No. 13, Northwest Ohio.

Mr. and Mrs. Edward L. Camp of the Toledo Grain & Milling Company, received hearty congratulations from their friends during the first day of the convention, it being their 17th wedding anniversary.

Great credit should be given the Entertainment Committee (Fred Mayer, Kent Keilholtz and Edward Camp) for providing for transportation to Toledo Beach, the splendid fish dinner and the amusements enjoyed by the 366 delegates who made the trip.

THE ATTENDANCE

Grain shippers whose names appeared on the register were as follows:

Calvin Amstutz, West Cairo; Earl Ash, Amsden; A. G. Aungst, Fayette.

O. E. Baker, Brookville; R. R. Bales, Circleville; F. E. Barker, Hamilton; Frank Baughman, Columbus; Earl C. Bear, Hicksville; N. G. Bennett, McComb; Fred C. Betts, Williamsport; H. J. Boogher, Santa Fe; L. G. Bradstock, Wellington; A. L. Briggs, Jackson Center; S. P. Buckley, Wilmington; Jesse Buckingham, Bellevue.

J. M. Cain, Deshler; R. G. Calvert, Selma; T. B. Carr, Hamilton; O. W. Carahoof, Norton; L. L. Cass, Weston; V. E. Chambers, Sidney; A. F. Champney, Oberlin; L. C. Chase, Mansfield; J. L. Cochran, Columbus; H. B. Connell, Uhrichsville; O. W. Cook, Columbus; W. H. Cook, Circleville; M. Crockett, Grellton; Geo. Cruikshank, Leipsic; J. C. Cruikshank, Leipsic; E. T. Custerborder, Sidney.

C. E. Dalrymple, Lewistown; A. M. Daugherty, Derby; W. D. Davis, Mt. Sterling; Fred Davis, Defiance; H. G. Dehring, Curtice; L. W. Dewey, Blanchester; John Dewine, Yellow Springs; J. W. Dickman, Pleasant Bend; F. L. Diller, Bluffton; John V. Dirk, Weston; J. L. Doering, Antwerp; W. T. Dolby, Delphos; Willard Doren, Bryan; Maurice Dryfoost, Erie.

C. M. Eikenberry, Hamilton; E. C. Eikenberry, Camden; A. L. Elliott, Stony Ridge; V. G. Elliott, Fayette; Chas. Etzler, Verona.

A. Felty, Columbus; E. Fillius, Hudson; W. W. Firestone, Boughtonville; H. W. Fish, Marion; Phil Fortman, New Weston; H. L. Frisinger, Rockford; E. D. Fristoe, Swanders; U. G. Furnas, St. Paris.

A. L. Garman, Delphos; E. A. Grubbs, Greenville; A. H. Groce, Circleville; H. L. Goemann, Mansfield; A. H. Good, Jenera; Paul Garrison, Milton Center; W. B. Gramlich, Kenton; F. A. Geesy, Archbold; L. R. Good, Bloomdale; R. W. Graham, Liberty Center; J. E. Gambrill, Marion; F. G. Griffith, Jeromeville; W. F. Gardner, Sabina; Chas. Garmhausen, New Bremen; C. O. Garver, Columbus; J. M. Graham, Orient.

C. W. Holtzmüller, Farmersville; Wm. P. Hiegel, Dawn; Peter B. Hipp, Napoleon; F. P. Hastings, Cedarville; W. E. Henderson, Milton Center; Geo. H. Hibbert, Fayette; F. B. Houston, South Charleston; Philip Horn, Monroeville; Wm. Horn, Monroeville; Edw. Hess, Coldwater; W. F. Heffner, Circleville; L. F.

Hammon, Standley; Wm. Heigel, West Leipsic; J. H. Harshman, Springfield; J. C. Hockstetter, Bluffton; D. K. Herbster, Prospect; A. J. Hornung, New Bavaria; O. P. Hall, Greenville; C. K. Hunsicker, Williamsport.

W. M. Jackson, Holgate; H. D. Jewett, Portsmouth; D. W. Jay, St. Marys; R. W. James, Mansfield.

Fred Kalmbach, North Baltimore; G. L. Kraft, Leipsic; Adam Krohn, Custar; C. B. Krohn, Grellton; E. M. Kile, Kileville; Fred Kile, Kileville.

J. F. Libby, Tiro; Wm. Ludwig, Moffitts; J. B. Lathrop, Berkey; C. E. Latschaw, Defiance; E. Levy, Lima; W. H. Lambert, Delta.

J. S. Metzner, Tokio; A. M. McDougal, Millbury; D. E. Maxwell, Kirby; C. C. Martin, Luckey; F. L. Manness, Findlay; J. W. Melone, Fostoria; J. W. McCord, Columbus; Ed. Meyers, Ney; John Munroe, Archbold; J. H. Motz, Brice; Delmar Moots, Arcadia; P. H. Maurer, Ottawa; J. G. Mills, Cardington; Earl Mitchell, Kansas; John Moser, Rockford.

W. A. Nisonger, Quincy; D. W. Navin, Okolona.

E. G. Odenweller, Ottoville; Ludwig Oeterb, Ashville.

H. C. Pollock, Middlepoint; R. D. Patton, Springfield; C. A. Powers, Genoa; J. E. Parritt, Malinta; J. M. Pence, Maplewood; W. H. Perry, Magnetic Springs; E. M. Pierce, Prairie Depot; C. W. Palmer, Defiance; O. H. Pool, Waynesfield; J. E. Pfaffenbach, Bellevue.

A. H. Raabe, Ft. Jennings; F. J. Rinehart, Uniopolis; W. E. Riley, Montpelier; J. A. Rupp, Elmira; Al. Ringlein, Hamler; Jesse Rupp, West Unity; Fred Rockwell, North Baltimore; S. L. Rice, Metamora; L. S. Reel, Clyde; D. R. Risser, Vaughnsville; Harry E. Rapp, Sabina; C. G. Ritzler, Green Camp; J. T. Ruffing, Marion.

C. C. Schafer, North Creek; E. M. Stultz, Massillon; Eli Short, Elmira; J. B. Seymour, Kenton; L. G. Shanely, Pemberton; Geo. Storch, Napoleon; H. H. Sark, Ashville; G. C. Stearns, Bluffton; Geo. E. Sommers, Green Creek; F. C. Stewart, West Mansfield; Clark Stimmel, North Baltimore; Lewis Sloan, Grellton; M. J. Slessman, Clyde; W. H. Slaybaugh, Euckey; Chas. Shuler, McComb; A. G. Smith, Wooster; Dick Spangler, Defiance; R. D. Stryker, Huron; J. W. Simmons, Sidney; W. C. Schroeder, Cygnet; W. L. Shaefter, Seven Mile.

H. P. Thomas, Sedalia; Eugene Tinker, Williamsport; T. H. Tipton, Williamsport; E. G. Odenweller, Ottoville; M. C. Tickle, Wren; E. O. Teegardin, Duvall; C. F. Turner, Hudson; D. F. Taylor, Canal Winchester; W. W. Taylor, Wooster; Ben Turner, Avery; Emery Thierwechter, Oak Harbor; W. R. Tabbert, Rocky Ridge; Kirby Threlkeld, Jackson Center; H. O. Toms, Prospect; Edgar Thierwechter, Oak Harbor; R. E. Teegardin, McComb; L. A. Trepanier, Dunbridge; Virgil Vincent, Washington C. H., Ohio.

G. D. Wise, Pettisville; C. O. Wise, Bellevue; H. W. Wolfley, Prospect; J. E. Wells, Sidney; H. W. Whitta, Fostoria; Arthur Weidinger, Mt. Sterling; A. L. Weinert, Coldwater.

D. R. Yate, Bascom; Chas. Young, Bowling Green.

HANDY CHART FOR DIFFERENT KINDS OF BELTING

BY W. F. SCHAPHORST.*

Belt charts and formulas generally apply to leather belts only, and users of substitute belts have been at sea in applying such charts to their conditions. There is a demand, therefore, for a chart that will include all commonly used belts in a clear, simple way. The rapid advance of the substitute belting makes the demand for such a chart all the more urgent.

The chart herewith was designed to meet present-day demands. It is simple, clear, and based on formulas that are most in use. Lay a straightedge across the chart twice and the problem is solved.

For example, what horsepower may be transmitted by a "light double" solid woven treated belt whose width is 5 inches and whose speed is 2,000 feet per minute?

Connect the 5 (column A) with the 2,000 (column C) as shown by the dotted line and locate the intersection with column B. Then run a horizontal line through the intersection point and where the horizontal cuts column 2 we find the answer to be about 16.7 horsepower. It is easy to run a horizontal line across because the divisions in columns A and C are identical. The figures in column C are simply 100 times greater than those in column A.

By following this same method any ordinary problem may be solved, no matter what the make of belt.

If it is desired to determine the belt width necessary to transmit a given power the above process

is reversed. That is, first decide on the kind of belt and the thickness. Locate the column through which the horizontal line must pass. Run the horizontal line, and locate the intersection with column B. Then run a line through that intersection and through the belt speed (column C) and the intersection with column A gives the belt width.

These tables will be found useful for determining the columns to be used with the various thicknesses of belt:

Solid Woven Cotton Treated Belt—

- "Single"—column 1.
- "Light Double"—column 2.
- "Regular Double"—column 3.
- "Triple"—column 4.

Leather Belt—

- "Single"—column 1.
- "Extra Heavy Single" or "Light Double"—column 2.
- "Double"—column 3.
- "Triple"—column 4.

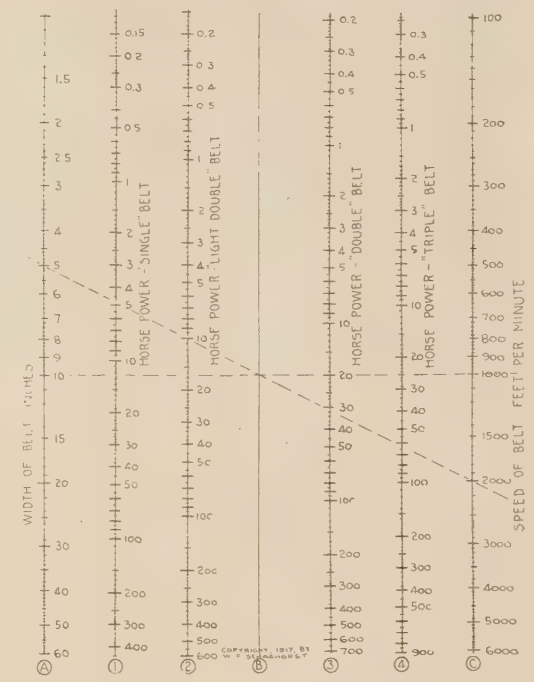


CHART FOR SOLVING BELTING PROBLEMS

Stitched Belt—

- 4-ply—column 1.
- 6-ply—column 2.
- 8-ply—column 3.
- 10-ply—column 4.

Rubber Belt—

- 4-ply—column 1.
- 6-ply—column 2.
- 8-ply—column 3.
- 10-ply—column 4.

Balata Belt—

- 4-ply—column 1.
- 6-ply—column 2.
- 8-ply—column 3.
- 10-ply—column 4.

It will be noted that the tables for stitched, rubber and Balata belts are identical, but to avoid confusion it was deemed best to give each separately.

To show how the tables are used, let us suppose that you want to transmit 100 horsepower with a 16-inch Balata belt of 8-ply. At what speed must the belt be operated?

The table says—"use column 3."

Run a horizontal line through the 100, column 3 and locate the intersection with column B.

A line through that intersection point and the 16 (column A) shows that the speed should be 3,200 feet per minute, column C.

The range of the chart is great enough to take care of any ordinary transmission problem. The horsepower values varying all the way from 0.142 horsepower to 900 horsepower.

A fine black thread is an excellent instrument to use on this chart in place of a straightedge, if such a thread happens to be available. Anything straight, of course, will do the work.

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Making the Best of Things

Convenient Devices Found in Poorly Equipped House—Making Pigeons Work—An Easily Made Track Block and Stairway Fire Cut-off

BY JAMES F. HOBART

WHEN a man cannot get what he wants and really needs, it is a mighty good thing to be able to make the best of what he can get. I believe that more true engineering is done from day to day in getting the best possible out of what we have to do with, than is done when the best equipment to be had is at hand.

The above was brought very forcibly to mind while watching operations in a little grain warehouse in New Jersey lately. Fourteen years ago the concern operated a large elevator which was filled with the best (then) of grain handling machinery and devices and 20 delivery wagons were needed to handle the local trade.

But one night, fire got loose and the elevator and machinery were ash and junk the next morning and the company started work again upon a much smaller scale. A five-story building was erected upon the site of the old elevator, but no machinery whatever was installed save a platform elevator, a new oat crusher and a feed grinding mill.

There was not a bucket elevator or a grain bin in the building. Grain was received in bulk by the carload and each carload of grain was sacked and weighed in the car and the sacks trucked into the store houses and taken to the various floors upon the platform elevator, trucks and all.

Owing to peculiar local conditions, the railroad which crossed a bridge just beyond the warehouse came at such a height that the platform was just level with the middle floor of the building. Thus there were two floors above and two below the track level, a matter which divided the platform elevator work in a remarkably even manner.

Naturally, the third floor became the main or working floor and the floors below, the basement and sub-basement respectively. The feed mill, oat-crusher and elevator mechanism were all located on the middle floor and the machinery was all bunched into a compact unit. The elevator was operated by an electric motor and the oat crusher and feed mill were both driven by the same motor, the belt of either machine being placed upon the motor pulley accordingly as each machine was to be used.

Separate belts were provided for each of the two machines and these belts were made of such lengths that each belt would fit without sliding the motor either back or forward. When a machine was to be stopped and the other machine started, the attendant would stop the motor, slack the screw which tightened the motor belt, and when the screw had been let back a couple of inches, the attendant surged his weight upon the belt to be removed and the motor slid back upon its V-guides so far that the belt could be easily slipped off and the belt from the other machine placed upon the motor pulley. Then the tension screw would be tightened again and the machine and motor were ready for work with a delay of only about two minutes for changing the belt.

* * *

The grain feeding arrangement supplied with this house were very simple indeed. A small hopper on the floor above the feed mill and the crusher held the grain to be ground or crushed and the amount to be milled was placed in the little bin through a floor opening in the story above the bin. Another small bin received the grain which had been crushed or ground and below this receiving bin was a spout arrangement where the milled grain could be sacked.

The milled grain being now upon the second floor of the mill, it could be delivered right into wagons upon the ground by means of chutes. These chutes were hinged and counterweighted and each placed under a little piazza or hood, where it was protected from the elements and where each chute

could be swung up out of the way when not required for loading.

Noting a dove-cote on the premises and seeing a large number of doves about the place, inquiries elicited the interesting information that one of the owners was considerable of a pigeon fancier and had arranged matters so that his pigeons would earn their keep by picking up the grain which was spilled from time to time from the car doors.

As the pigeons were of the "homing" variety, and of blooded stock at that, it might be advisable for other elevator owners to adopt the scheme with a view to saving the amount of grain at present wasted in handling from car to storage. A big bunch of hens were also kept around the premises and they picked up a very good living for the mere work of taking it. As one of the workmen aptly stated matters: "The chickens got so much to eat that they were too fat to lay an egg a piece in a month!" Certainly the pigeon and chicken economy of grain is worth considering, but for close finance, it is not "in it" with the old farmer who went to town, hitched his horse to a convenient hitching post, fastened a nose bag to his old horse's head, then took a chicken from the wagon and anchored the bird with a string to the post to which the horse was tied.

The farmer then walked away to deposit a fat

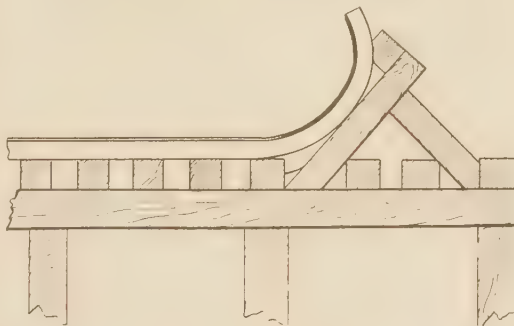


FIG. 1—TRACK BLOCK

roll in the bank, but stopped half a block away and looked back to see if the chicken had gotten busy at picking up whatever kernels of grain the horse might lose from the nose bag. The above is an actual occurrence and for being "near," rather beats anything the writer had heretofore seen in the economy of grain.

* * *

The sidetrack in front of this grain store house ended very suddenly on a trestle many feet above a river. There being not much chance of erecting a "bumper-post" for stopping cars which might be kicked too hard upon the siding, an arrangement was put in at the end of the track of which Fig. 1 is a representation.

A few timbers were framed in and bolted, being placed at 45 degrees as shown by Fig. 1. Then the 69-pound rails were bent as shown, the ends of the rails terminating in a sort of hook which was of about the same radius as that of the car wheels. To be sure, this track-block would not hold a car which had been kicked upon the siding at high speed, but it had and did prove sufficient for all purposes for several years and is still in use, day and night.

* * *

Each floor in the building, at the stairway, was equipped with a fire cut-off, made of wood, covered on both sides with heavy tin, and hinged at the end. One of these shutters was placed at each opening in the floor where stairs occurred. The end farthest away from the stairs was hinged and the other end of each shutter was counterweighted. Two pieces of heavy sash cord were attached, one to each free corner of the shutter.

Two pulleys were provided for each cord and

were so placed that the cords descended vertically through the floor, small holes being bored for that purpose, barely large enough to pass the weights easily.

When the cut-off shutters were closed the weights were drawn up above the floor, but when open, the weights dropped below the floor and hung just below the ceiling of the room below. The weights were not attached directly to the pieces of sash cord, but each to a bit of sheet brass a couple of inches long. A similar bit of brass was attached to the length of the sash cord, then the two bits of brass were soldered together with a low temperature solder, which would melt at about 203 degrees Fahr., thereby permitting the weights to fall and the shutter to close the stair opening whenever the temperature of the room just below any shutter should rise to above 203 degrees.

The device proved itself in an actual test in this grain storage building not long ago. A fire on the second story burned pretty deeply into the timbers before it could be extinguished, but the fusible links melted off promptly, the shutter closed the stair opening and not a particle of fire got above the floor where it started.

A good fusible solder for similar work may be made by melting together equal weights of tin and lead and then adding an equal weight of bismuth. That is, one part each of lead and tin and two parts bismuth. This alloy will melt at about 203 degrees as stated, but may be made to melt at a slightly higher temperature by slightly increasing the quantity of lead and decreasing the tin.

* * *

For working in a car at the platform at night or on short winter days, a very convenient and exceedingly flexible extension apparatus had been rigged up from an ordinary clothes line reel of the self-winding type, where a spring takes care of all the slack that comes to the reel. Insulated rings and brushes had been applied to the shaft of the reel and the wires and ends of the flexible cords affixed thereto in such a manner that the lamp would burn no matter how much of the cord was on the reel or had been unwound to reach into a railroad car.

To use the device it was only necessary to take down the lamp in its little wire cage and walk away with it to the car, the reel paying out cord as desired. At the car the cord was given a turn around a nail or some convenient portion of the car and left there as long as wanted. When through the lamp would be carried back to the reel, which automatically took up slack as the lamp was carried back.

GET READY FOR SOFT CORN

There is now a very large acreage of corn. The season has been late, however, and in no locality has the plant reached a stage of growth equal to the same date in an ordinary year. The seed went into the ground behind time, rains and cool weather retarded its germination and development; it was necessary to replant much of it, and unless the unexpected happens we will see a great deal of it going onto the market next fall in a very soft condition.

Everyone remembers 1915, and the troubles which were experienced in that year. The present season bids fair to repeat those trials. The dealer who buys corn from the farmers should consider these things, and proceed at once to take the steps necessary to handle a situation which now seems to be inevitable. Corn containing a high percentage of moisture should not go into bins or cars under any consideration.

In view of the probable condition the dealer has but one protective course to adopt—to promptly install conditioning and drying devices to enable him to place the corn in proper shape for shipment. If he would have the apparatus for use when corn begins to move there should be no delay in placing the order, for the labor situation is already serious in the shops of the country and the calling of more men for army service will make matters worse as each day passes. Act now.



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

CHICAGO, JULY 15, 1917

THE REPORT ON GRAIN STOCKS

WITHOUT exact and comprehensive knowledge regarding the supplies of grain in this and other countries, Food Controller Hoover will be working in the dark and at a great disadvantage. Few men in this country who have not come in direct contact with Mr. Hoover realize the size of the job he is called upon to fill. If it were confined to grain and grain products alone it would stagger the imagination of most traders, even those accustomed to dealing in large volumes of grain, but when it is considered that all foodstuffs and fuel are included, the task takes on gigantic proportions. Obviously the successful administration of the Food and Fuel Control Act will depend very largely upon the voluntary co-operation of the interests involved. The grain trade now has an opportunity to show how fully and promptly it is ready to lend its aid. Mr. Hoover wants to know the capacity, amount of grain handled, outlet, how much grain goes to local mills and amount on hand, from every elevator in the country. Blanks have been or are being distributed, and it is up to every elevator manager to give at once the information desired. To all intents and purposes the available grain resources of the whole allied and neutral world are pooled, and it is Mr. Hoover's task to see that these resources are distributed equitably and as economically as possible. He did not wait for Congress to act, but went ahead gathering the necessary data from the whole world so as to be ready the instant he was given authority. That is

Mr. Hoover's way. That is the spirit which will make America the determining influence in the war. That is the psychological factor which Germany has not counted on and which will take Kaiser William off his feet and off his throne.

GRAIN OR FLOUR, WHICH?

MILLERS of the country have been advocating, by resolutions passed in convention, and otherwise, that the wheat which we export be in the form of flour, ground in this country. This would be pleasant and profitable for the millers, but it would not be any more economical than to grind the wheat of the country in the county in which it was raised regardless of milling facilities or requirements. Grain in its natural state can be handled more economically all along the line than flour or meal. In addition our Allies need milling offal for feed almost as urgently as they need flour, and this can be made to better advantage as near as possible to its place of consumption. Wheat is more liquid as an exchange than any commodity except gold. It is infinitely less subject to spoilage than flour, and wheat storage paper is good for nearly its full value at any bank. The advantages in handling wheat for export instead of flour seem fairly obvious, and particularly so since all foreign governments have prescribed the extraction of flour from wheat, and only a small percentage of our normal flour output would be available in foreign markets except to mix with native ground low grade under government regulation. The prediction of a well known grain firm, as expressed in a recent market letter, that flour exports will be increased at the expense of wheat, must be based upon private sources of information not available to the rest of us, for on the face of present knowledge the tendency would seem to be quite the reverse.

USE THE WATERWAYS

DURING the coming year every bushel that is shipped by inland waterways will be a direct aid to the Government in winning the war. The railroads of the country see before them about 30 per cent more business than they can possibly handle. The Government transportation requirements alone will probably exceed the normal volume of traffic, which leaves ordinary industry in a bad way as, of course, the Government will have first call on all rolling stock. The transportation of troops and supplies, material for cantonments and shipbuilding, munitions and armor plate, is of first importance now and must have precedence. Recognizing the transportation crisis, the Advisory Commission of the Council of National Defense has organized a Committee on Inland Water Transportation, consisting of Gen. W. M. Black, chief of engineering, U. S. Army; George E. Bartol, Philadelphia; Capt. J. F. Ellison, Cincinnati; Joy Morton, Chicago; J. E. Smith, St. Louis; Walter S. Dickey, Kansas City; and M. J. Sanders, New Orleans. Mr. Dickey is chairman. This

committee has already engaged a traffic manager for the Mississippi and the Government has placed at his disposal twelve steel barges of 650 tons displacement each. The committee will bring together the companies engaged in inland water transportation, and will encourage the investment of new capital in ships and barges for this service. At a recent conference at St. Louis, 37 cities along the Mississippi and its tributaries were represented and it was decided to promote two separate companies, one to operate between New Orleans and St. Louis, and the other to extend the service from the latter city north to St. Paul. The first company will be capitalized at \$2,000,000 and the second at \$1,500,000. Both companies will operate steel barges of the latest type. With this water way activity will undoubtedly come a demand for improvement of certain streams and harbors. This has been one of the most prolific sources of pork in Congress, and we have had no reason to believe that even the war crisis would improve matters in that respect. We need, then, first, a Waterways Board, made up of army engineers, traffic experts and business men, who would plan a comprehensive improvement program based upon national efficiency rather than on local graft. Second, there will have to be a complete co-operation of business to make use of the water facilities as fast as they are provided. This applies to a great many grain shippers who could arrange their plants for serving barges, or route their grain by water from the nearest connecting point. The greatest stumbling block in making the plan a success lies in the inertia of habit. Dealers have become accustomed to routing by rail alone. It is a clear duty of every shipper to make use of the water ways wherever it can be done economically.

BUSINESS AS USUAL

EVEN from men in the grain trade we hear occasionally the advice to use the slogan, "Business as Usual." If any body of men in this country are in a position to know that business isn't as usual nor can be as usual, it is the grain dealers, who are waiting anxiously for a pilot to guide them through the uncharted and turbulent sea in which they find themselves. The business of this whole country now is war, and that, thank God, isn't "as usual" for this fair United States. The business of war demands that every ounce of effort shall be expended toward the single purpose of winning the great fight for world freedom. Man-power, machine-power and time are limited, they must all be concentrated on the essential industries. This means that the unessentials must go; we must give up the luxuries in order to secure the necessities. There must be a great shifting of industrial effort to accommodate the needs of the nation; waste must be eliminated; economy employed in every direction. On the other hand, there is so much to be done in carrying the war to a successful conclusion that for the next few years we shall have less idle labor than ever before; wages will be steady and at a high level; the country as a whole is bound to prosper. To sup-

port this unusual effort we shall have to be well fed, well clothed and well housed or our efficiency will be lowered. There is, then, small danger of a restriction in business along any legitimate line. ¶ But we must not lose sight of the fact that the war must be paid for as we go. We must pay for it, now, by buying bonds, or by paying taxes during the years to come. If you buy war bonds you virtually give that amount to the Government, because when the Government pays the face value of the bond it will be with money which you yourself have paid in in taxes. If you don't buy the bonds now, you pay the taxes just the same and get nothing in return, so that every wage earner will do his share sooner or later, and the course of patriotism is to do it now when the various bond issues are offered. ¶ These bonds and taxes must be paid for at the expense of luxuries or unessentials, for this expense alone can be curtailed without effecting the economy of the country. ¶ Industries devoted to luxuries will necessarily suffer unless they are converted to greater usefulness, but fortunately the business of handling grain will need but little adjustment to bring it to its highest state of efficiency. For the most part the machinery of the grain trade is highly developed, and every part, from the country elevator to the consumer, is necessary and efficient. Under Mr. Hoover's administration as food controller it is not likely that the business will be interfered with except for a strict censorship of future trades. All legitimate hedges will probably be allowed, and can be easily accommodated with export purchases in the hands of a single agency. ¶ When the Food Bill is passed we shall soon know just what the restrictions are and how close we can come to "business as usual." If drastic regulation is found necessary, if revolutionary changes in the trade are thought best, then the grain trade will submit willingly and gladly, for the losses and inconveniences and even the suffering will be our bit toward winning the war.

THE CROPS

IN SPITE of the mediocre wheat prospect, which however has steadily improved since May, the total grain crops of the country promise to come very near the record returns of 1915. The Government report for July indicates 678,000,000 bushels of wheat; 3,124,000,000 bushels of corn; 1,453,000,000 bushels of oats, 214,000,000 bushels of barley; 56,000,000 bushels of rye; and 452,000,000 bushels of potatoes. ¶ In normal years these prospects would be regarded as extremely bearish, but this year the needs of this country and the Allies discount ordinary considerations and the great acreage of corn and oats is the farmers' patriotic response to the appeal of the president. The corn acreage, 121,045,000, is the largest ever planted, while the 43,161,000 acres of oats is 103.9 per cent of last year. Hay promises an extreme record crop of 103,000,000 tons. ¶ Wheat reserves on the farms July 1 are estimated at 2.5 per cent of last year's crop, or about 15,720,000 bushels, compared with 74,731,000 bushels on July 1 last

year and 30,934,000 bushels, the five year average. Only in 1909 were the farm stocks smaller, and the wheat reserve and visible supply, not counting Canada's surplus, are only 23,720,000 bushels, compared with 162,760,000 bushels last year.

THIRTY-FIVE YEARS OF SERVICE

THIRTY-FIVE years ago "The American Elevator and Grain Trade" was born out of the desire of its managers to serve the trade. This has been the sole policy of the journal through its long years of usefulness, and the desire is as strong today as at its conception. It has had no theories to exploit, no axes to grind. ¶ A staunch defender of the trade against calumny, it has always maintained that profitable abuses are the most serious menace to the grain trade and has pointed out and condemned such practices without fear or favor. It is an indication of the high ideals of the trade at large that this policy has always met with favor, and that the support and loyalty of grain dealers throughout the country are responsible for our continuous growth, improvement and prosperity. ¶ At this commencement of the thirty-sixth year of continuous publication, we take occasion to express our appreciation and thanks to our friends and to pledge anew our loyalty to the principle which has guided us through the years.

A CHANCE TO SERVE

BEFORE our new army is drafted in the fall, the small grain crop of the country will be harvested and much of it threshed, but the labor problem for the harvest is bound to be a difficult one. The Department of Agriculture is being organized on a military basis and the labor problem is being intensively studied in 40 states by experts for service on the farms. All of the forces of the Departments of Agriculture and Labor, state committees on national defense, agricultural colleges, county agents and other agencies are being organized to meet the requirements of the harvest in every community. ¶ The plan calls for organization from a local unit out. The needs and resources of every community are tabulated by local men, if the labor requirements are greater than local resources, the state agencies are called upon. These in turn will get help from the Federal Government to meet the extraordinary demand of the wheat harvest, which requires a veritable army. ¶ In this great organization the grain dealers are doing good work in many cases. Of all town men they are in closest touch with the farmers and know their needs. They also are in a position to find out all the available labor in the community, and in many cases have been instrumental in effecting the entire adjustment of labor supply and demand. Here is an excellent opportunity to serve the country. No brass bands will herald your work, and the only reward will be the consciousness of duty well performed, but at that the pay will be high, for we know that every grain dealer, every American welcomes an opportunity in which he can feel that he is really doing his bit.

EDITORIAL MENTION

The more grain dealers have to do with Herbert C. Hoover the more confidence they have in him.

Some of Missouri's oats have matured and been harvested ahead of the wheat. To get the army mule ready for service, perhaps.

In troubled times grain dealers appreciate the value of the National Association. Nearly 200 new direct members have joined the organization since the first of the year.

One great saving that Mr. Hoover's grain committee will make will be in eliminating unnecessary reconsignments, which hold up for days thousands of cars at junction points.

Two important meetings are to be borne in mind by grain and hay dealers. The National Hay Association at Chicago on July 24, and the National Grain Dealers Association at Buffalo on September 24.

Liquor legislation is important, but it is too bad that the Food Control Bill has to be held up on its account. So urgent a measure should not be made the goat of this disputed point in economy and morals.

Between uncertainty in regard to future trading rules which will not be issued until the Food and Fuel Control Bill is passed, and the further uncertainty in regard to exports to neutral countries, the movement of the new crop hangs suspended.

The penalty of two years imprisonment and \$10,000 fine for violation of the export law will not keep exporters awake nights. Getting bottoms to carry legitimate shipments and prompt action on license applications will cause more insomnia.

The organization of the mills of the country under a committee, of which James F. Bell of Minneapolis is chairman, for the purpose of co-ordinating the production and distribution of flour, will do much toward conservation of transportation and elimination of duplicated service.

The Interstate Commerce Commission has declined to grant the 15 per cent increase on commodities in carloads, except coal, coke, and iron ore. This lets grain and grain products out. Class rates will be revised up to 11 per cent increase in some cases.

The Office of Markets and Rural Organization will soon begin issuing a bi-weekly report of stocks on hand, shipments, requirements and prices for grain seed and hay. At first the reports will cover only the South Atlantic States, but additional territory and other commodities will be included as rapidly as possible. Any person by applying to the Office of Markets will be put on the free mailing list for these reports.

R. L. EARLY
Cincinnati.

NEWS OF THE TERMINAL MARKETS

J. W. RADFORD
Chicago.

CANADIAN BOARD AT WASHINGTON

The Executive Committee of the Board of Grain Supervisors of Canada met at a conference the past week, at Washington, with the United States Food Administrator and others. From Washington the Committee goes to Toronto, Montreal and Ottawa, holding full sessions and taking evidence from the various labor organizations, and the bakers who asked for a hearing.

MORE REASONABLE CORN PRICES LATER

"There is not much controversy over the proposition that grain prices are unreasonably high, but so long as individual owners of cash grain demand and receive tremendous premiums over the futures, declines in futures are very transitory.

"As soon as new crop supplies begin to accumulate in market centers, doubtless cash premiums will disappear and more reasonable markets will follow."—*Simons, Day & Co., Chicago. Letter of July 12.*

PRESENT ACTIVITY UNLIKELY

"Wheat harvest is making seasonable progress, but very little business is being done in new wheat owing to legislative uncertainties. Rains fell in parts of the spring wheat territory, although more are needed in certain sections. Foreign news rather strong in tone. Yields generally are below requirements. Prospects, however, are favorable for larger shipments from India and Australia. Cutting of wheat has reached central Illinois, but until something more definite is known of the pending legislation no activity in new cash wheat is likely."—*Harris, Winthrop & Co., Chicago. Letter of July 12.*

RAILROAD SHOULD MAINTAIN FACILITIES

The grain trade of Detroit has won the first skirmish in its endeavor to prevent the Michigan Central Railroad from tearing down its grain elevator at the foot of Twelfth Street. A temporary injunction was granted in the circuit court restraining the railroad from doing so.

Detroit formerly had four large public grain elevators. The Michigan Central Railroad demolished one, and the Grand Trunk Elevator burned last spring, leaving the Wabash and Twelfth Street elevators. It is claimed the grain business of Detroit would be seriously crippled with the withdrawal of one of the elevators as even with both in operation present facilities are inadequate.

The millers of Detroit are lending the grain dealers their aid in the fight.

BACK TO FORMER METHODS

"Washington dispatches intimate that President Wilson's 'pet measure' for control of foodstuffs, is having a very rocky road to travel in the Senate; rumors say the whole measure may be revised. We repeat in all candor—that to us the attempt to control the handling of foodstuffs in a surplus producing nation, as ours, seems a ridiculous proposition to force upon the people. To control the destination of what can be spared and to hinder its distribution to enemy nations is apt to give this Government all it can, or should attempt to handle. Then, if there is a real and sincere desire to curb unnecessary speculation, the power to accomplish that result is already in the hands of the President. The drift in the grain trade now seems to be in the direction of methods in vogue many years ago

—of straight out merchandizing of the surplus from the farms, with the 'trimmings'—excused under the name of hedging, etc.—largely eliminated."—*Pope & Eckhardt Company of Chicago. Letter of July 8.*

A LIVE SECRETARY

A few years ago one William Allen White sprang, over night, into national prominence through an editorial, "What's the Matter with Kansas?" As far as we know there was nothing the matter, but we weren't present when the disease was diagnosed, so it might have been the whooping cough or grain-atitis. The latter is our specially coined word meaning "out of harmony," and was especially applicable to the St. Joseph Grain Exchange of St. Joseph, Mo., several years ago, before its present sec-



JOHN M. FLYNN

retary, John M. Flynn, had been largely instrumental in reorganizing it, changing its name and amending its rules, more in conformity with those existing in all prominent exchanges.

Mr. Flynn has been in the grain business along the Missouri River for about 17 years. He joined the Kansas City Board of Trade in 1900 and engaged in the cash grain brokerage business on that market. In 1897 he went to California where he spent three years in the dry fruit business. After that he returned to St. Joseph and engaged in the grain brokerage business there. About two years ago he organized the Mid-West Grain Company, of which he is the present manager and which has grown into a very satisfactory business.

After the reorganization of the St. Joseph Grain Exchange about two years ago, they started with a membership of 36 with a nominal fee of \$100 each. There are now 62 members and the last membership sold was at \$1,800 net to the buyer. They have secured a large, commodious trading hall and have been successful in securing new grain firms and large milling industries for St. Joseph. Mr. Flynn's position as secretary of the St. Joseph Exchange

is purely an honorary one, there being no salary attached to the office.

OUR BOY SOLOMON'S WISDOM

"What will be the wheat price? Everybody anxious. Congress hesitates. Senate inserted cotton. Right. Make regulations general. Help producers buy if they must sell at reasonable prices. Our nation has been on a high blood pressure basis. Government demands a lower range. It is desirable. Boards of Trade are blamed for the sins of others. Some flour retailers are still playing hogs, asking famine prices. New crop will soon clip their bristles. Millers are pleased with the proposed arrangements for them. Fixed price for wheat, dollar barrel for manufacturing and profit and increased exports of flour should make them all smile. Grain men would like a similar basis on wheat. Government will try a new system. Middlemen appear unpopular. What will the price be? Will farmers like it? Would \$1.75 stimulate increased acreage? Cash corn is now that high. Farmers are liable to hoard their wheat. They have the privilege which is a mistake. Some refused nearly \$3.50. They were hogs and wanted \$5. What war sacrifices must the grain dealers make? Blame the Kaiser and his bloody band of pirates."—*C. A. King & Co., Toledo. Late Market Letter.*

MAXIMUM PRICE FOR CORN

The Board of Directors of the Chicago Board of Trade on July 11 adopted the following resolution:

Resolved, that on and after Thursday, July 12, 1917, until further notice, members of this Board in making contracts for the purchase, or for the sale, by grade alone, of corn to be delivered in store during December, 1917, or during any month in the year 1918 shall not in entering into such contracts exceed the price of \$1.28 per bushel. This action modifies the resolution of this body of June 4, 1917, relative to contracts for delivery in December, 1917, and deliveries during 1918. Be it further

Resolved, that any member trading in violation of the foregoing shall be deemed to have committed a grave offense against the good name of the association.

Resolved, that the action taken by the directors will not be rescinded or modified without 24 hours' notice, by announcement from the gallery and posting on the bulletin board.

It is understood this action was taken in line with present legislative movements at Washington, D. C., to prevent food prices from advancing more than actual conditions warrant.

On the same date the St. Louis Merchants' Exchange ordered trading in September corn discontinued, except for the purpose of closing trades. Selling is permitted in case the grain is in hand to be delivered at a price not to exceed \$1.67; July contracts to be closed at \$1.70. Kansas City placed a maximum of \$1.62 on September corn.

MEMPHIS MARKET FOR COTTON SEED MEAL

Call Board and "Ring" trading in cottonseed meal was inaugurated on the floor of the Memphis Merchants' Exchange July 5 for the first time in the history of cottonseed products.

Two calls were made, the opening at 12 o'clock noon and the closing at 1 p. m.; in between these hours "ring" trading was carried on.

The basis of trade is good cottonseed meal, containing either 7 per cent ammonia, or 40 per cent combined protein and fat, in 100 ton lots, and at prices which are multiples of 5 cents per ton. Trading was confined to "spots" and seven future.

months, and under the rules no trading in any other future months is to be permitted.

While the trading under the rules as adopted by the Memphis Merchants' Exchange was somewhat new to most of the members, great interest was displayed and from the attendance and volume of trading done the first day the venture will no doubt prove a big success. If it does it will not only enhance the present reputation of the Memphis Merchants Exchange, which is already national, but will prove of great benefit to Memphis as a principal market for cottonseed products.

It is expected this meal market will be a wonderful help to all cottonseed oil mills, enabling them at all times to find a ready market for one of the principal products from their cottonseed, giving them a legitimate hedging place for their meal, whereas heretofore they have been able only to hedge their oil on the Produce Exchange at New York.

This meal market also gives the Memphis Merchants' Exchange the distinction of being one of the only two exchanges in this country whose members deal in future cottonseed products, the other being the New York Produce Exchange.

Taking into account the fact that it was the first day, trading was brisk; total purchases and sales amounting to about 1,500 tons. The tone of the market at the close was strong.

CAPT. JOE P. GLANDON

Our country has her loyal sons; the spirit of the men who fought at Concord and Shiloh has revived during the present world travail. There will be no lack of men or arms from this country to aid in



CAPTAIN JOE P. GLANDON

bringing about the much longed for universal peace.

When men were demanded by the Government there were no laggards among the grain trade. The flower of all the markets were the first to enlist under our colors and there are very many of these now "somewhere in France." The portrait of a popular Western man, who recently received from the war department his commission as captain in the quartermaster's section of the Officers' Reserve Corps, is shown in our illustration.

Joe P. Glandon's experience in the grain and flour trade covers a period of 10 years. His early training was received with the William Pollock Mill and Elevator Company at Mexico, Mo. Later he acted as representative at Salina, Kan., for the Aylesworth-Neal-Tomlin Grain Company of Kansas City, Mo. At Salina he was a charter member and first secretary of the Salina Board of Trade. This was followed by his present connection with the Vander-slice-Lynds Company of Kansas City, Mo., as manager of their office at Beatrice, Neb. Mr. Glandon gained his military education at the Missouri Military Academy and with the Missouri National Guards. His collegiate preparation was received at

William Jewel College, Liberty, Mo., and the Missouri State University.

SEES NO PRICE RECESSION

"The oat crop reports were generally of a favorable character. Primary receipts are not regarded as heavy and are exceeded by the shipments. The clearances for the day were good sized. Stocks are reduced materially and it is unlikely that with such an urgent demand there will be much recession in the deferred months."—Ware & Leland, Chicago. Letter of July 12.

TERMINAL NOTES

Chas. M. Pease of Kansas City, Mo., has succeeded J. C. Wasser as grain supervisor at Wichita, Mo.

The firm of H. E. Wack & Co. has been organized to carry on a general grain business at Baltimore, Md.

The contribution of the New York Produce Exchange to the Red Cross Fund approximated \$50,000.

The Flanley Grain Company of Sioux City, Iowa, recently increased its capital stock from \$50,000 to \$150,000.

J. A. McGovern of St. Paul, Minn., has received the appointment of deputy grain inspector for North Dakota.

The Minnesota Grain Inspection Department established a branch at St. Paul July 1. Charles F. Maxfield of Duluth is in charge.

Burton L. Figeley has severed his connection with H. A. Hilmer Company of Freeport, Ill., to represent Hulburd, Warren & Chandler of Chicago in Illinois and Iowa.

Fred L. Wallace, well known in grain circles on the St. Louis Merchants' Exchange, has received the appointment of Federal Grain Supervisor for the Omaha District.

The Elmore-Schultz Grain Company of St. Louis, Mo., has completed an addition of 28 concrete tanks on their elevator enabling them to give more prompt service to their patrons than ever.

It is stated that William G. Kellogg, junior member of the firm of Stacks & Kellogg of Milwaukee, Wis., with Clement M. Petit will erect on the Northwestern Belt Line at Milwaukee a new 500,000 bushel elevator and operate same.

Scott F. Evans, manager of the Baltimore Pearl Hominy Company of Baltimore, Md., represents the National White Corn Millers' Association in the conferences held with Herbert C. Hoover and the Government Food Control Commission.

A committee of Kansas City Board of Trade members under the chairmanship of W. C. Goffe secured a large contribution to the Red Cross Fund in the June campaign. There were many subscriptions varying from \$1,000 to \$10,000 in amount.

The firm of Gill & Fisher, one of the oldest exporting houses of Baltimore, Md., has been dissolved through the retirement of George S. Jackson who will work with Herbert C. Hoover on the food control commission, serving without pay.

Chicago's "regular" elevator capacity was reduced to 12,530,000 bushels July 1, an amount 2,000,000 bushels less than the previous year. The Keystone and Wabash Elevators with a combined "regular" capacity of 2,000,000 bushels have ceased as "regular" houses.

Recent incorporations in Manitoba include the Wilcox Grain Company, Ltd., of Winnipeg with \$10,000 capital. Minburn Grain Company, Ltd., of Winnipeg with capital stock of \$10,000. Grain Shippers' Commission Company, Ltd., of Winnipeg, with a capital stock of \$118,000.

The officers elected late in June on the Hutchinson Board of Trade of Hutchinson, Kan., are George Gano, president; C. D. Jennings, vice-president; H. M. Talcott, secretary. The new Board of Directors are: J. R. Baker, C. A. Greenlee, Paul Gano, Eugene Hipple, Walter Hastings, R. O. Yates.

Walter Fowler, grain inspector for many years past with the Wisconsin Grain and Warehouse Commission, Superior, Wis., has been appointed Federal Grain Supervisor for the Chicago district, with head-

quarters at Chicago. He took charge of this office July 1.

The Langenberg Bros. Grain Company of St. Louis, Mo., has increased its capital stock from \$25,000 to \$100,000.

The E. Oswald Grain Company of Omaha, Neb., has incorporated with capital stock of \$20,000. The principal stockholder is Earl Oswald.

George G. Riegger, E. J. Wenzel and H. J. Sterling have organized the Duluth-Canadian Grain Company of Duluth, Minn. Capital stock is \$50,000.

The American Grain Company of Springfield, Ill., has filed amended articles of incorporation reducing its capital stock from \$300,000 to \$100,000.

W. H. Noyes, who has been associated with A. O. Slaughter & Co. of Chicago, Ill., for a number of years, has become connected with W. H. Colvin & Co.

Simons, Day & Co., of Chicago, Ill., have opened an office in Streator, Ill., with Dean L. Moberly in charge. They have discontinued their office at La Salle.

The Cargill Grain Company of Minneapolis, Minn., which has been disposing its elevators in Wisconsin recently sold its elevator at Mondovi, Wis., to the Badger Grain Company of that place.

Howard B. Jackson of the Chicago grain firm of Jackson Bros., will, it is understood, represent the United States Government in the Chicago market under the Food Control Bill now pending in Congress.

The Mullally Hay & Grain Company, the well known firm of grain and hay receivers of St. Louis, Mo., has filed articles of incorporation. The incorporators are Martin and John Mullally and John O'Toole.

Charles C. Rubins, until recently representative on the New York Produce Exchange of A. O. Slaughter & Co. of Chicago, has become manager of the New York office of Thompson & McKinnon of Chicago.

D. Yulee Huyett, who has been associated for a number of years past with Frame, Knight and Co. of Baltimore, Md., has started in the grain business on his own account with offices in the Chamber of Commerce Building.

Articles of incorporation have been filed by the Esenmeyer-Main Grain Company of Los Angeles, Cal. Capital stock is \$100,000 and incorporators are A. J. Stalder, J. W. Chase, A. M. Hain, J. G. Esenmeyer and S. L. Main.

The directors of the Baltimore Chamber of Commerce of Baltimore, Md., adopted a resolution July 2 that all grain unloaded into public elevators should be inspected by duly authorized inspectors of the Chamber of Commerce.

Special provisions are to be taken to guard all the elevators in Chicago. The plans include flood lights at night and guards both day and night. Elevator companies have been urged to take every possible precaution against fire.

The Northern Grain & Warehouse Company of Portland, Ore., has taken over the 10 grain warehouses of the Oregon Electric Railway Company in the Willamette Valley. They will be operated under the management of Hugh Nelson.

E. Lowitz & Co. of Chicago, Ill., have established a cash grain department in connection with their regular grain and option business at Indianapolis, Ind., with Bert K. Black manager. Offices of the company are in the Lempke Building.

The Holdridge Grain Company announces the opening of its offices in 1010 Corby-Forssee Building, St. Joseph, Mo. The firm will conduct a general grain and receiving business. F. G. Endelman is president of the company and W. M. Huff, secretary.

The dissolution of the Gale Brothers Company is sought, a partnership formerly dealing in grain at Cincinnati, Ohio. The concern was taken in charge by a creditors committee in May, 1916. A master commissioner is sought and a receiver to wind up affairs.

Renwick W. Young, who has been manager of the grain business of D. G. Stewart of Pittsburgh, Pa.,

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for a number of years past, has engaged in the grain brokerage and commission business on his own account with offices in the Wabash Building, Pittsburgh.

The annual picnic of the office employes of the Albert Dickinson Company and the Twin City Trading Company of Minneapolis, Minn., was held June 30, with over 100 participants. A steamboat ride on the Mississippi and St. Croix Rivers was a part of the outing.

The Paul Klopstock Company, grain exporters of New York and London, has opened an office in the Insurance Exchange Building, San Francisco, Cal. S. A. McLean, formerly with the Globe Grain & Milling Company, is manager, and Charles S. Cass is assistant manager.

At a recent meeting of the Governing Committee of the Indianapolis Board of Trade, William H. Howard was re-elected for the eighth term as secretary of the Board; L. E. Banta was re-elected traffic manager and Samuel A. Holder re-elected chief grain inspector and weigher.

The members of the Chicago Board of Trade contributed over \$100,000 to the Red Cross fund. Not included in this amount were subscriptions from a number of the larger firms. Bartlett Frazier Company contributed \$10,000; Logan & Bryan, \$11,000.

The co-partnership existing as Milmine-Bodman & Co. on the New York Produce Exchange since 1861 has been dissolved owing to the retirement of Wm. H. Kemp. The business has been incorporated by the former partners and will be continued as Milmine-Bodman & Co., Inc.

Lewis, Procter & Co. have been incorporated and do a general export business in grain at New York City with a paid up capital stock of \$100,000. Fred S. Lewis of Chicago is president of the company; Harry J. Procter, first vice-president; Wm. J. Brainard, second vice-president; C. C. Clausen, secretary, and Harry B. Watson, treasurer. With the exception of Mr. Lewis all the officers are New York men.

The Simonds-Shields-Lonsdale Grain Company has absorbed the two former firms, the Simonds-Shields Grain Company and the Lonsdale Grain Company at Kansas City, Mo. N. J. Simonds retires and in the new organization E. W. Shields is president; Charles W. Lonsdale, vice-president; F. C. Vincent, treasurer; Harry J. Smith, secretary; and F. B. Godfrey, assistant secretary. The company will operate the Milwaukee Elevator with a capacity of 3,000,000 bushels and the Great Western Elevator with its capacity of 1,250,000 bushels.

J. Ralph Pickell, editor of the *Rosenbaum Review*, published by the J. Rosenbaum Grain Company of Chicago, has left for Russia on an important Government mission. Mr. Pickell states in a late issue of the *Review*: "It is impossible to say just when or from where you will hear from me, but the *Review* will go on just the same, and whenever possible our contributions, either by letter or by cable, will be communicated to you through these columns. Specialists have been employed to write for the paper during our absence and you will receive, as usual, information on the Grain Trade Markets, one article each week on Business and Trade Conditions, together with Washington correspondence and other features, perhaps, which the writer has not introduced in the paper."

TEN thousand bushels of Peace River wheat were recently shipped through Winnipeg via C. N. R. from Fort Vermilion on the Peace River to Fort William. The consignor is Sheridan Lawrence and the grain was brought 300 miles by water to Peace River Crossing whence it was shipped via the Edmonton, Dunvegan & B. C. Railway to Edmonton.

THE Italian Government has decreed that fines varying from \$40 to \$400 and imprisonment of from two weeks to six months shall be imposed on anyone who buys foodstuffs in Italy at prices above those fixed by law or who offers a higher price for and obtains without a food card, products for which food cards have been issued by the Government.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at leading terminal markets in the United States for the month of June, 1917:

BALTIMORE—Reported by James B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	2,620,360	2,725,866	3,176,989
Corn, bus....	2,235,504	2,121,922	1,169,901
Oats, bus....	2,363,261	5,733,668	3,756,061
Barley, bus..	78,747	390,157	121,333
Rye, bus....	251,922	853,594	86,653
Hay, tons....	4,594	5,035	1,262
Flour, bbls..	317,117	172,004	363,167

BUFFALO—Reported by the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	14,867,844	15,176,287	.....
Corn, bus....	.....	102,416	.....
Oats, bus....	5,127,236	3,866,259	.....
Barley, bus..	782,369	523,348	.....
Rye, bus....	126,995	39,000	.....
Flax s'd, bus.	957,601	.....	.....
Flour, bbls..	984,440	593,300	.....

CHICAGO—Reported by J. C. F. Merrill, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	2,344,000	2,444,000	2,168,000
Corn, bus....	8,380,000	3,883,000	3,624,000
Oats, bus....	8,520,000	8,208,000	8,860,000
Barley, bus..	1,059,000	1,521,000	391,000
Rye, bus....	182,000	298,000	161,000
Timothy seed, lbs.	1,117,000	704,000	779,000
Clover seed, lbs.	307,000	.....	157,000
Other grass seed, lbs.	979,000	755,000	2,228,000
Flax s'd, bus.	238,000	.....	1,000
Broom corn, lbs.	94,000	326,000	333,000
Hay, tons....	23,741	23,675	4,791
Flour, bbls..	757,000	604,000	666,000

CINCINNATI—Reported by W. C. Culkins, executive secretary of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	165,809	472,506	237,979
Corn, bus....	652,403	607,847	348,717
Oats, bus....	477,456	767,296	352,211
Barley, bus..	5,816	67,649	1,908
Rye, bus....	14,771	21,354	23,164
Timothy seed, lbs.	1,091	106	867
Clover seed, lbs.	701	866	352
Other grass seed, lbs.	7,201	7,149	8,849
Flax s'd, bus.	57	.....	30
Broom corn, lbs.	13,042	1,195	86,726
Hay, tons....	26,030	12,852	25,890
Flour, bbls..	198,047	123,182	199,460

CLEVELAND—Reported by D. F. Hurd, traffic commissioner of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	127,110	.....	.....
Wheat, Lake, bus.	.....	.....	.....
Wheat, Rail, bus.	20,105	72,914	75,334
Corn, bus....	114,622	189,035	156,975
Oats, bus....	337,918	478,346	155,213
Barley, bus..	1,000	.....	3,739
Rye, bus....	8,474	19,648	5,307
Hay, tons....	6,398	5,502	3,265
Flour, bbls..	68,092	77,363	49,925

DETROIT—Reported by M. S. Donovan, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	128,000	58,000	150,000
Corn, bus....	159,000	294,000	18,000
Oats, bus....	209,000	241,000	35,000
Rye, bus....	13,000	5,000	5,000
Flour, bbls..	26,000	26,000	36,000

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	1,317,600	2,749,950	1,503,900
Corn, bus....	787,500	1,161,250	1,088,750
Oats, bus....	394,400	209,100	568,500
Barley, bus..	18,400	64,500	16,900
Rye, bus....	1,100	4,400	9,900
Kaffir, lbs....	8,800	256,300	36,000
Hay, tons....	21,924	17,472	8,280
Flour, bbls..	1,525	23,500	139,000

MINNEAPOLIS—Reported by E. P. Kehoe, statistician of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	4,961,930	8,205,600	3,528,890
Corn, bus....	493,520	277,720	481,690
Oats, bus....	694,610	2,628,700	5,490,710
Barley, bus..	970,210	2,921,840	1,265,530
Rye, bus....	202,000	179,250	244,870
Flax s'd, bus.	565,000	362,860	17,280
Hay, tons....	2,914	4,262	276
Flour, bbls..	80,122	56,537	1,159,498

NEW YORK CITY—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	18,021,400	.....	13,959,214
Corn, bus....	873,600	.....	388,055
Oats, bus....	5,108,000	.....	2,609,508
Barley, bus..	859,550	.....	107,857
Rye, bus....	192,500	.....	368,682

OMAHA—Reported by F. P. Manchester, secretary of the Grain Exchange:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	709,900	624,000	1,368,000
Corn, bus....	4,086,800	3,957,800	1,261,600
Oats, bus....	1,150,000	1,210,000	717,400
Barley, bus..	32,900	22,400	35,700
Rye, bus....	17,600	7,700	40,700

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	5,711,621	4,046,765	5,135,693
Corn, bus....	287,770	308,864	316,969
Oats, bus....	1,572,081	808,356	1,390,723
Barley, bus..	4,093	141,587	.....
Rye, bus....	94,021	3,292	98,812
Timothy seed, bags	.....	683	.....
Clover seed, bags	.....	436	.....
Flax s'd, bus.	58,909	137,031	.....
Hay, tons....	7,828	7,128	.....
Flour, bbls..	174,354	201,085	.....

*No available.
PORTLAND, MAINE—Reported by Geo. F. Feeney, traffic manager of the Chamber of Commerce (all export grain):

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	187,717	3,834,659	278,288
Corn, bus....	105,520	111,529
Oats, bus....	580,348	662,651
Barley, bus..	408,238	414,068
Rye, bus....	2,531	.....

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	1,529,475	1,740,804	1,834,830
Corn, bus....	1,555,200	1,782,650	1,133,190
Oats, bus....	2,060,400	1,067,600	1,710,980
Barley, bus..	49,600	14,400	19,980
Rye, bus....	2,200	24,200	3,790
Hay, tons....	16,778	16,595	11,955
Flour, bbls..	245,410	367,080	379,010

SAN FRANCISCO—Reported by W. B. Downes, statistician of the Chamber of Commerce:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, ctn..	119,895	.....	.....
Corn, ctn....	12,995	.....	.....
Oats, ctn....	7,105	.....	.....
Barley, ctn..	122,575	.....	.....
Hay, tons....	6,527	.....	.....
Flour, bbls..	96,958	.....	.....

TOLEDO—Reported by Archibald Gassaway, secretary of the Produce Exchange:

Receipts		Shipments	
1917	1916	1917	1916
Wheat, bus..	73,800	315,500	79,100
Corn, bus....	138,000	196,200	32,200
Oats, bus....	65,600	167,200	89,600
Barley, bus..	1,200	1,000	.....
Rye, bus....	600	4,500	500
Clover seed, bags	.....	2,400	.....

PLAIN WORDS ABOUT FIRE

President Wilson has written the foreword in a new booklet issued by the National Board of Fire Underwriters, on preventable fires. It is short but much to the point.

"Preventable fire is more than a private misfortune. It is public dereliction. At a time like this of emergency and of manifest necessity for the conservation of national resources, it is more than ever a matter of deep and pressing consequence that every means should be taken to prevent this evil."

"WOODROW WILSON."

With particular reference to fires in elevators an insurance correspondent of the *Journal of Commerce* recently addressed a communication to that paper which the fire records of the year show to be true. The letter was as follows:

Much has been said and written of late regarding the hazards in grain elevators, conspiracy, labor trouble, alien, common enemy, etc., entering the lists. Now the "moisture test" is proposed as a new menace, when, if we look into it at all, we will find that the great existing hazard is not the foregoing mentioned or suggested, but the hazards of inherent uncleanness and lack of care; in other words, indifferent administration which exists in nearly every instance where bad fires and stupendous loss occur and have recently occurred in grain elevators.

Occasion recently arose when a bureau inspection revealed a dirty and dusty condition of premises which seemed to be chronic and long existing. The company interested took the matter up with its agents, and the report came back that nothing could be done, the operators were perfectly content with conditions as they stood and could get all the insurance they wanted at a rate, which was less than it would cost for extra men to keep the premises clean.

The challenge thrown out was accepted and the company ordered cancelled its entire liability. The agents complied with the company's instructions with good grace, remarking that if other companies took similar action until internal conditions were improved or the companies' committee insisted on an advance in rate sufficient to attract the attention of the grain dealers, it would not require much time to effect the remedying of present undesirable conditions and the elimination of stupendous losses, which are in most cases attributed to foreign causes. When will the companies wake up and take the initiative to stop their own financial losses and conserve the grain supply of the country?

THE Interstate Commerce Commission will hold hearings on July 16 at Omaha and July 18 at Chicago to adjust claims against carriers for loss and damage of grain in transit.

TRADE NOTES

The Strong-Scott Manufacturing Company of Minneapolis, Minn., has secured a building on the East Side which it will use as a sheet metal factory and general warehouse for carload shipments.

The Hess Warming & Ventilating Company of Chicago, has recent orders for large Hess Driers for the Globe Elevator Company of Duluth, Minn., and the Northwestern Yeast Company of Chicago, Ill.

George M. Robinson, a leading citizen of Sterling, Ill., and for 47 years connected with the Charter Gas Engine Company of that place, died June 22, in his sixty-third year. He became secretary of the Charter company in 1877, and its president in 1890. He had retired from active business early this year.

A judgment has been secured by William Galamore of Seymour, Ind., against the Grain Machinery Company of North Vernon, Ind., and the machines owned by the company have been attached to satisfy same. We are informed that there are a number of unpaid claims against this firm, which formerly sold cracked corn separators and graders.

The Oklahoma City office of the Burrell Engineering & Construction Company of Chicago, Ill., has added the services of A. C. Brunner, an experienced grain elevator builder of the Southwest. This office was established to take care of the Burrell company's business in Kansas, Oklahoma and Texas, and is in charge of T. L. Burrell.

Uncle Sam's Department of Agriculture will use the Invincible Model Screening Machine to assist Federal inspectors throughout the country in maintaining the new grades which went into effect July 1. Work is being rushed on 12 of these machines by the Invincible Grain Cleaner Company of Silver Creek, N. Y., to be placed in the various inspection offices throughout the West.

The Burrell Engineering & Construction Company of Chicago, Ill., has, at the present time, 39 superintendents in charge of 39 different contracts for grain elevators and mills in various parts of the country. This is an unusually large number of contracts for this time of the year and represents an increase of 25 per cent over the construction work for the same period of last year.

The Strong-Scott Manufacturing Company of Minneapolis, Minn., has been awarded contract by the Pennsylvania Railroad for the complete grain drying equipment to be installed at their new 4,000,000-bushel elevator at Baltimore, Md. This equipment will be housed in a separate building adjacent to the elevator proper and will consist of eight 500-bushel-per-hour Morris Grain Driers and Coolers, with all necessary fans and coils. This is said to be the largest grain drier contract placed this year.

The Goodyear Tire & Rubber Company of Akron, Ohio, manufacturers of Blue Streak Rubber Belting for the grain trade has exercised diligence in cultivating such of its lands as are not covered by buildings, as is shown by the following report: "Fifty acres of ground were plowed. Thirty-five acres were rolled, harrowed twice and rolled again, and planted. Twenty acres of muck were cultivated and planted in onions. Seventy-five bushels of seed potatoes were cut and planted. Goodyear's farm force at that time comprised nine men, three teams and a tractor. Special praise is given the tractor which plowed an average of six acres a day."

The Western Fire Appliance Works of Chicago, Ill., calls the attention of the elevator owner, in an attractive folder, to the fact that now is the time to protect himself against bin-burned grain and needless turning of same. The cover of the folder shows a huge armed figure of a man towering above an elevator and personifying the Zeleny Thermometer System as the guardian of the grain in storage. The system which has been growing rapidly in use and popularity is now used by many of

the large elevators of the country and affords absolute protection against bin-burned grain, by giving accurate temperature readings of any tank, bin or interstice.

The Nordyke & Marmon Company, manufacturers of grain elevator machinery, flour mill builders and automobile makers, of Indianapolis, Ind., will in a very short time commence the manufacture of aeroplane motors for the United States army. For this purpose the company has let the contract for a one-story addition to its plant, 100x350 feet, to be completed in 60 days. Walter C. Marmon, vice-president of the company, has been appointed a major in the United States army, to have charge of the perfection of aeroplane motors. Mr. Marmon is now in France, at the head of 100 engineers, to observe the aeroplanes of the Allies in action. On his return to this country, in a very short time, he will take full charge of the work which the Government has assigned to him.

The Huntley Manufacturing Company of Silver Creek, N. Y., announces the publication of its new catalog, No. 58, a beautifully bound and illustrated book, listing "Monitor" Grain Cleaners, Seed Cleaners, Pea and Bean Cleaning and Grading, and special machines as well as "Monitor" Oat Clippers, Smutters, Scourers and Polishers. Commencing with the first illustration, the world's largest grain elevator, the new "Calumet" house, at South Chicago, on through to the back cover, much will be found that is interesting and enlightening. Every grain dealer is welcome to a copy without charge—simply send in your name and address. This new catalog reflects today's most approved practices in grain cleaning. Read and become posted whether you feel that you are needing something new in cleaners or not. This new catalog should be read and studied by all progressive grain dealers and handlers.

"SMUT SICK" WHEAT LAND

In the Pacific Northwest smut is the chief enemy the wheat grower has to contend with. The annual loss is large and the worst feature is that the scourge is becoming perennial. It has been most destructive in the Palouse district in eastern Washington. Comparatively few fields can be found that are entirely free from smut, says *The County Agent*, and the ground has become "Smut Sick," so that the spores remain over between seasons and reinfect the seed wheat even after it has been properly treated with formaldehyde. While millions of bushels of seed wheat have been thus treated, the threshing machines have filled the air with smut spores which have floated off and infected the land.

So serious is this situation for the wheat grower that *The County Agent* sees no relief except in handling the situation like a pestilence. Barley and rye are not affected by this smut, nor are field peas and alfalfa. It suggests that a proper rotation covering a term of years, five or more, must be arranged by the farmers, cutting out wheat as a crop until the smut disappears. It thinks that a rotation of crops by law in smut-infected territory would be preferable to the continuance of present conditions.

It is stated, in a semiofficial report, that the Russian acreage sown to winter wheat has been reduced from 15 to 50 per cent in parts. It is estimated that the spring wheat acreage will also show a material decrease.

ON June 14 the Western Maryland Railway's embargo of June 6 was modified permitting shipments from points on the Pennsylvania, the Philadelphia & Reading and the Cumberland Valley Railroads to come forward. This permits the acceptance of grain from points on these lines to Port Covington Elevators.

THE EMERSON WHEAT TESTER OR KICKER

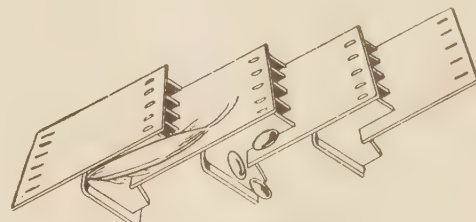
As the caption to this article indicates, the machine shown in the accompanying illustration and manufactured by W. H. Emerson & Sons of Detroit, Mich., has been given two names. By any other name, however, it would perform just as effective work. Every grain elevator and mill owner knows the value of eliminating all guess work in determining the dockage on wheat, thereby avoiding all differences between buyer and seller. The purpose of the Emerson Tester is to determine the actual



EMERSON WHEAT TESTER

amount of dockage in each sample of wheat and save all the wheat.

The riddle construction of the machine gives a very clear idea of its operation. The wheat passes through the riddle while the larger kernels, such as oats or anything longer than a kernel of wheat cannot pass through. The principle of the riddle construction and the motion it has is such that every kernel of oats is removed without losing one of the wheat. After passing through the riddle the



THE RIDDLE CONSTRUCTION

wheat passes over a buckwheat screen which removes all the small foul seeds and dirt.

The manufacturers report that there are thousands of these machines now in service which is a very good indication of its usefulness in the elevator and mill plant. One order in June called for an additional lot of 36 Emerson Kickers for the Office of Grain Standardization, Bureau of Plant Industry, United States Department of Agriculture, to go to the various inspection offices in different parts of the country. Nearly all state grain inspection departments use these machines.

THE CONTROL OF EXPORTS

With the passage of the Espionage Bill, a formidable agency of Government control of business is placed in the hands of the President, through that section of the Bill which permits him to restrict or regulate exports. The power thus given will not be used arbitrarily except where our war policies demand its enforcement, for President Wilson has made a public statement to this effect:

It is important that the country should understand just what is intended in the control of exports which is about to be undertaken, and since the power is vested by the Congress in the President I can speak with authority concerning it. The Exports Council will be merely advisory to the President.

There will, of course, be no prohibition of exports. The normal course of trade will be interfered with as little as possible, and, so far as possible, only its abnormal course directed. The whole object will be to

direct exports in such a way that they will go first and by preference where they are most needed and most immediately needed, and temporarily to withhold them, if necessary, where they can best be spared.

Our primary duty in the matter of foodstuffs and like necessities is to see to it that the peoples associated with us in the war get as generous a proportion as possible of our surplus; but it will also be our wish and purpose to supply the neutral nations whose peoples depend upon us for such supplies as nearly in proportion to their need as the amount to be divided permits.

There will thus be little check put upon the volume of exports, and the prices obtained for them will not be affected by this regulation.

This policy will be carried out, not by prohibitive regulations, therefore, but by a system of licensing exports which will be as simply organized and administered as possible, so as to constitute no impediment to the normal flow of commerce. In brief, the free play of trade will not be arbitrarily interfered with; it will only be intelligently and systematically directed in the light of full information with regard to needs and market conditions throughout the world and the necessities of our people at home and our armies and the armies of our associates abroad.

The Government is taking, or has taken, steps to ascertain, for example, just what the available present supply of wheat and corn is remaining from the crops of last year; to learn from each of the countries exporting these foodstuffs from the United States what their purchases in this country now are, where they are stored, and what their needs are, in order that we may adjust things so far as possible to our own needs and free stocks; and this information is in course of being rapidly supplied.

The case of wheat and corn will serve as an illustration of all the rest of supplies of all kinds. Our trade can be successfully and profitably conducted now, the war pushed to a victorious issue, and the needs of our own people and of the other people with whom we are still free to trade efficiently met only by systematic direction; and that is what will be attempted.

For many months now American exporters have been compelled to apply for licenses at the British

Embassy, as it devolved upon England alone to carry out the blockade of Germany, but now that America has assumed its share of the burden of freeing the world from autocratic militarism, this work, so far as our own exports are concerned, will be taken over by the newly appointed Export Council, consisting of the Secretary of State, Secretary of Commerce, Secretary of Agriculture and the Food Administrator. Dr. E. E. Pratt, chief of the Bureau of Foreign Commerce, will have active charge of the work.

To facilitate the business, the plans of the Export Council have been drafted to provide:

"Applications will be made to the Division of Export Licenses. It will first be passed upon as to quantity, and the character of the consignee will next be investigated. If the amount to be exported does not exceed the quantity laid down by the Export Council, and the consignee is satisfactory, the license will then be issued. It is expected that the entire time of issuing a license will not exceed three days."

The administration of the law can be made of the greatest assistance to business in this country, for as we have materials which all the allied and neutral nations require, the Council can insist upon payment of our exports by foreign countries in raw materials which we require, such as wool, hemp, tin, rubber, ferro-manganese, etc., none of which we produce in quantities sufficient for our needs.

It can also control extortion of selfish manufacturers by denying export privileges, and in some cases by shutting them off from imports. The Bill is strictly a war measure and will be effective only during the war.

man says that the increased cost of materials and labor has made it necessary for them to ask for an increase in their elevation charge, and Produce Exchange directors granted them an additional ½ cent on wheat and raised the charge for other grains to ¾ cent. Elevation from vessel remains as before, being ½ cent.

* * *

Fred Wickenhiser has enlisted in Company A, Ohio Engineer's Corps, and is now stationed at Camp Perry, Ohio. Mr. Wickenhiser is manager of the elevator at Latty, Ohio, and supervisor of other elevators owned along the Nickel Plate road. He is a son of John Wickenhiser.

* * *

By a vote of the members, June 30, the Produce Exchange adopted a rule providing for the delivery of No. 3 Red wheat on contracts for No. 2 Red at 5 cents under contract price.

* * *

L. J. Schuster, of the R. P. Lipe Company, grain and hay dealers, recently returned from a business trip through Wisconsin, and reports the prospects for a large hay crop are good in that territory and that the hay is mostly clover mixed. Mr. Schuster says the oats outlook is splendid and corn looks good but, as is true in many other sections, is held back by the unseasonable weather.

* * *

The directors of Produce Exchange, at their meeting July 9, adopted a resolution similar to action of Chicago Board of Trade, prohibiting all trading in July corn after July 12, and fixing the settlement price for open contracts after July 9 at \$1.68 per bushel.

* * *

George A. Vradenberg has been elected vice-president of the Toledo plant of the Archer-Daniels Linseed Company, which was formerly the Toledo Seed & Oil Company, and will be in charge of local affairs. This company enjoys an extensive trade in flaxseed and it is expected they will divert a great deal of it to the Toledo plant.

NEWS LETTERS

ST. JOSEPH

ALLAN T. WEST - CORRESPONDENT

A BIG addition to the storage facilities of the local market will be made on the completion of the 16 new tanks at the St. Joseph Public Elevator, construction of which started this week and will be completed in 75 days. The new tanks will give this elevator a capacity of 1,050,000 bushels.

Miss Dell Rupert, formerly employed in the office of the State Grain Inspector here, started on the road this week for the G. W. Carter Grain Company.

C. A. Addington, manager of the wheat department of the Elwood Grain Company, made a three weeks' trip through Oklahoma.

The newest firm to enter the local field is the Holdridge Grain Company. F. G. Endelman is president and Warren M. Huff, secretary. Both men have been connected with the Moffat Grain Company, and it is their intention to do a general receiving and shipping business and a suite of offices have been occupied on the 10th floor. This firm will also do the buying for the new Larabee Mill which is rapidly nearing completion.

Fred Windle, formerly with the Vanderslice-Lynds Grain Company, has purchased the interests of M. H. Gillett in the Gunnell-Gillett Grain Company, and the company is now styled the Gunnell-Windle Grain Company.

E. A. Murphy has been appointed Chicago sales manager for the Grain Belt Mills. Mr. Murphy held a similar position with the American Hominy Company before the local plant was destroyed by fire.

B. L. Fiedeler, of the Marshall Hall Grain Company, spent a two weeks' vacation in St. Louis.

Rapid progress is being made on the alfalfa meal plant being erected on the Kansas side of the river by the Grain Belt Mills and the first installment of ma-

chinery has arrived and is being placed. The cost of construction will be about \$25,000, and when completed will help relieve the congestion at the big plant in South St. Joseph.

* * *

The grain dealers of northeastern Kansas and northwestern Missouri held a meeting in St. Joseph on July 11 with a good attendance. The Federal Grain Standards Act and the proposed Food Control legislation were discussed.

* * *

The St. Joseph Grain Exchange was represented at the hearing in Chicago on the proposed reconignment charges by Allan T. West.

* * *

The secretary of the Missouri Grain Dealers Association, D. L. Boyer, will move his headquarters to Mexico, Mo., in a few days.

TOLEDO

C. E. BRYANT - CORRESPONDENT

ALTHOUGH activities on the Produce Exchange have slowed down considerably during the past few weeks, being no different from other markets in this respect, due to the ever-increasing restrictions on trading; nevertheless, grain dealers generally are optimistic with regard to the future, believing that with the arrival of the new crop, conditions will show a change for the better, and confidence in the ability of the administration at Washington to adjust the food situation to the satisfaction of all is very evident.

Stocks of all grains in Toledo are lightest in many years and receipts have been held back by the unfavorable weather. Cutting of wheat is becoming general throughout the state, but excessive rains have not allowed for much threshing.

* * *

W. A. Boardman, manager of the East Side Iron Elevator, reports that the improvements which have been in course of progress the past year are now completed and they are in better shape than ever before to handle and store the new crop. Mr. Board-

AS usual at this season, the bulletin boards of the New York Produce Exchange have borne numerous notices regarding business changes. Perhaps the most interesting one this month was the announcement of the dissolution of the old grain firm of Milmine, Bodman & Co., which was organized on Jan. 1, 1861, by George Milmine and Edward C. Bodman. The termination of this firm was brought about largely by the retirement of Wm. H. Kemp, who recently completed a term as president of the Exchange, and has been forced to withdraw from active business because of poor health. However, the business will be carried on by a new corporation, Milmine, Bodman & Co., Inc. Herbert L. Bodman, who was a junior partner in the old firm for five years, will be president of this corporation and will have associated with him employees of the old firm of long experience. F. C. Kirchoff, head of the export department, who was with the old firm for about 15 years, will be vice-president. Henry R. Forster, who started as a boy with the old firm 33 years ago, will be treasurer. Douglas Miller, who was also connected with the firm for 33 years, is secretary.

* * *

Another notice recently posted announced that Charles C. Rubins, for many years an active and popular member of the local grain trade, recently acting as New York representative for the Chicago firm of A. O. Slaughter & Co., had severed that connection and in the future will act as New York manager for Thomson & McKinnon, also of Chicago. His brother, Willis F. Rubins, another old-timer on 'Change, will be associated with him, having also severed relations with the Slaughter firm.

* * *

T. J. Brosnahan, a member of the Chicago commission firm of Thomson & McKinnon, who spent a few days recently in the local grain market, expressed the opinion that there was no likelihood of a material decrease in the consumption of corn even if drastic prohibition measures were adopted at Washington, it being his contention that the distilleries would still require large quantities of corn for the manufacture of alcohol, largely for war purposes.

* * *

The first sample of new hard winter wheat from Oklahoma was exhibited on the Produce Exchange by George W. Gardiner & Co., flour mill agents. The sample was an excellent one, being decidedly clean, with the berry remarkably dry and hard for so early in the season, and it was believed that it would produce an excellent flour with a high percentage of choice gluten.

* * *

William M. Stilwell, for many years prominent in local grain circles, but in recent years located in Winnipeg, has been in the city for over a month, having come

East for a vacation because the various trading restrictions in the Canadian market made business almost impossible. He recently announced that he had made a connection with the local brokerage firm of Clarence C. Perpall & Co., whom he would represent on the New York Produce Exchange. He made application for reinstatement to membership in the Exchange, which was favorably acted upon by the Board of Managers.

The following committees of interest to members of the grain, hay, and feed trades have been appointed by the president and Board of Managers of the New York Produce Exchange to serve during the ensuing year:

Exports: Geo. W. Blanchard, chairman; Wm. Beatty, W. P. Lough, E. Steinbrugge, John Gledhill.

Railway Affairs: S. D. Riddle, chairman; Jesse Fuller, John McAuliffe, Jr., Wm. Heyman, E. J. Bauer, F. E. Signer.

Lighterage: E. C. Weekes, chairman; Wm. H. Mitchell, John McAuliffe, Jr., E. J. Bauer, Geo. H. Packer.

Grain: Wm. C. Mott, chairman; Edwin W. Elkins, Gerald F. Earle, Wm. J. Brainard, F. C. Kirchoff.

Hay & Straw: Edwin W. Berthoff, chairman; Frank S. Voorhees, W. H. Clark, Geo. N. Reinhardt, Thos. M. Blake.

Delivery of Warehouse Grain: Wm. C. Mott, chairman; Walter B. Pollock, Chas. A. Robinson.

Linseed Oil: R. H. Adams, chairman; Kenneth J. Muir, H. G. O. Dunham, A. O. Probst, Charles E. Kuh

the effects of a serious automobile accident in which he had sustained a fracture of the collar-bone and of one rib.

The following members of the Chicago grain trade were among the recent visitors on the Produce Exchange: Ernst A. Tietgens of E. W. Wagner & Co.; T. J. Brosnahan of Thomson & McKinnon; H. W. Becker of E. W. Wagner & Co.; James A. Patten and H. J. Patten, of Bartlett Frazier Company.

CINCINNATI

K. C. GRAIN CORRESPONDENT

REPORTS from official sources on the condition of Ohio crops, including all of the grains, indicate that the state will harvest rich yields if reasonably favorable weather is experienced. This is especially true of wheat, which is already in course of harvesting. The July statement of the Board of Agriculture showed prospects of 109 per cent of a normal yield, with the possibility of actual results of

fairly good condition, taking into consideration the backward season. Condition is given at 89 per cent. Some replanting is yet to be done."

The directors of the Grain and Hay Exchange sent the following telegram to Senators Pomerene and Harding, of Ohio, in connection with the proposed congressional action relative to prohibition of the use of grain for the manufacture of liquors: "The Board of Directors of the Grain and Hay Exchange of the Cincinnati Chamber of Commerce respectfully urge your assistance in defeat of section providing for confiscation of brewery and distillery property as proposed by the prohibition amendment inserted in the bill which passed the House Saturday."

The annual outing of the Cincinnati Grain and Hay Exchange was held on June 28 at the Newport (Ky.) Elks' Camp on the Ohio River, under the auspices of an able Entertainment Committee headed by Albert Gowing. The outstanding feature of the affair was an old-fashioned Kentucky chicken dinner served by skilled chefs from that side of the river, which was enjoyed hugely by the members. Water sports and other athletic events made up the entertainment, which was so enthusiastically followed that the business program planned was abandoned by unanimous consent. A pleasant feature was the presentation to J. W. Ellis, one of the veterans of the Exchange, of a handsome silk umbrella as a token of esteem from his fellow-members on his 73rd birthday.

An unanticipated and not generally known result of the total stoppage of the use of grain by brewers, similar to the effect on the yeast supply which it is said would follow, was indicated in action taken recently by the Milk Exchange of the Cincinnati Chamber of Commerce. President Fred Evers, duly authorized by the Exchange, sent a telegram of protest to the Ohio Congressional delegation, pointing out that the cessation of brewery operations would deprive members of the Exchange of a valuable and economical cattle feed which is a by-product of brewery work. Many commercial dairies around Cincinnati, it was said, are dependent on brewers' grain for their stock, and the elimination of this feed would necessitate feeding other materials and thereby greatly increase the price of milk.

The efforts which the Grain and Hay Exchange has made of late to stimulate the production of grain in this section have received favorable notice at Washington. This was brought out when the Exchange recently received a letter from Charles J. Brand, chief of the Office of Markets and Rural Organization of the U. S. Department of Agriculture, expressing the Department's appreciation of the work which has been done by the Exchange.

The Oberlin Grain & Milling Company has been incorporated at Oberlin, Ohio, with a capital stock of \$35,000, by George M. Morris, Walter H. Walker, George Bailey, Henry C. Wangerien and Arthur M. Loveland. The company will conduct a grain and milling business in combination, and will construct a plant for that purpose.

DULUTH

S. J. SCHULTE - - CORRESPONDENT

MORE changes in the personnel of the State Grain Inspection Department here have come about recently. Charles F. Maxfield, who had been chief deputy state inspector at Duluth for two years, has been transferred to St. Paul, where he is the head of a new department created there to have supervision over the inspection and weighing of grain and hay. Mr. Maxfield made many friends among the trade while here, and was warmly congratulated upon his promotion.

Grain importers at Duluth are making a test case on the right of the Customs Office to levy a single duty on combinations of wheat and screenings and of flaxseed and screenings. Dealers contend that the grain should be divided and that the duty entitled to be paid should be levied against each product. The Government's action in levying the duties was based on an interpretation of the law by the Secretary of the Treasury. A hearing in the case was conducted by the United States general appraisers, and it is expected that a decision will be announced in the near future.

Speculation as to when the Federal supervisorship at this point would be filled has been settled through the appointment of C. G. Franks, an Iowa expert, to the position. He is due to arrive here in a few days to take over the office. So far there has been no work to perform under the new Federal Grain Standards Act at Duluth, as it will not be



MEMBERS OF THE NEW YORK PRODUCE EXCHANGE DRILLING ON THE EXCHANGE FLOOR

Maritime Affairs: A. D. Snow, chairman; F. E. Scammell, G. R. Fenton, R. D. Wrigley, F. C. Lockhart. Flour: H. J. Greenbank, chairman; O. H. Montgomery, H. P. Piper, Fred O. Seaver, Nelson S. Munger.

Steamship Affairs: A. C. Fetterolf, chairman; O. M. Mitchell, G. G. McIntosh, Geo. Rossen, J. B. Smull.

Seeds: Wm. Jacot, chairman; M. H. Duryea, Ernest Wehncke, O. W. F. Randolph, Chas. Wimmer.

Carlot (Grain): Otto Keusch, chairman; R. G. Brandt, B. A. Allen, Edwin A. Barnes, Harry G. Gere.

Grain Commission Rules: Frank I. Maguire, chairman; C. Walton Andrus, Stephen J. Hill, Jr., C. C. Rubins.

Canals: Edward R. Carhart, chairman; Frank Brainard, Wm. H. Douglas, Welding Ring, Albert Kinkel, W. B. Cragin, E. A. Allen, A. C. Field, Wm. C. Mott, Geo. A. Zabriskie, Edward T. Cushing, J. P. Truesdell, T. H. Story.

P. H. Vilmar, for many years prominent in the export grain trade, but manager of the export department of the big grain firm of James Carruthers & Co., since that firm opened their New York office, recently returned to his post on the Produce Exchange and received hearty congratulations on his recovery, he having been under the weather owing to overwork since the war started.

Following the designation of the New York Produce Exchange as a unit of the American Red Cross, the President appointed the following committee to secure subscriptions for the fund: George A. Zabriskie, chairman; Walter Moore, W. J. Brainard, Wm. Beatty, W. A. Johns, Edward Flash, Jr., W. C. Mott, H. W. Gladwin, and W. J. G. Hudson. This committee worked with great energy during "Red Cross Week" and found a ready response among the members. Hence at the conclusion of their work they were able to report the collection of upwards of \$90,000.

E. Pfarrius, for many years one of the largest exporters of grain to the Continent, but who has been virtually out of business since the war began, recently returned to the Exchange floor after an absence of about six weeks and was cordially welcomed and congratulated by his many friends and associates. It was evident that he had practically recovered from

threshing substantially increasing this figure. The area seeded is short, however, being 234,943 acres less than a 10-year average, so that the total yield cannot be large. The condition of corn is 89 per cent, wet weather having hindered growth and development, while barley is figured at 98 per cent and rye at 99 per cent. Corn area shows an increase, being 3,468,000, or about 324,550 acres more than last year. The present forecast is for a crop of 2,000,000 bushels more than was anticipated a month ago.

In Hamilton County there is an increased acreage in grain crops of 10,076, being 36,493 acres in all in wheat, corn, rye, oats and barley. These figures are not complete, according to the county auditor, who handles the work, as farmers are backward in filing reports; but it is certain that the acreage is at least one-third larger than last year, the high prices of grain and the patriotic desire to help out in food crops leading farmers to plant as much as possible.

A movement has been started for a larger wheat crop in Ohio next year, an all-day meeting attended by hundreds of farmers at the Clermont County Experiment Station, Owensville, Ohio, under the direction of C. E. Thorne, director of the Ohio Experiment Station, starting the work. Several members of the staff of the Ohio Experiment Station assisted at the meeting and will tour the state in the interest of a larger wheat crop. The best methods of seeding, fertilization and cultivation were discussed, and the plots of growing grain at the station were used in demonstration of methods. It was declared that Ohio's 1918 wheat crop should be a hundred million bushels.

The Kentucky July crop report issued by Commissioner of Agriculture Cohen shows an excellent outlook for all crops, a pronounced improvement over last month being reported. The Commissioner said: "While wheat is very thin on the ground it has headed out exceptionally well, and is of much better quality than had been expected. The preliminary estimate is that it will yield 10 bushels per acre as a state average. The preliminary estimate on the yield of rye is 13 bushels per acre, while that of oats is 21 bushels and barley 21.6 bushels. Corn is reported as very backward, but under good cultivation generally and in

come effective as far as spring wheat is concerned until August 1, and there has been practically no business in corn at this point this season.

In compliance with the suggestion of H. C. Hoover, conveyed through his assistant, Julius H. Barnes, operators of elevators at Duluth and Superior have taken every precaution against the occurrence of fires, and of possible depredations at their plants by German sympathizers through the use of explosives. All the elevators and their approaches are now guarded. Some of the approaches to the plants are protected by barbed-wire fences and abundant lights are being provided around them and along the dock fronts rendering their approaching difficult without detection. A system of identification of all persons entering elevator premises has been inaugurated.

Stocks of grain in Duluth elevators are now down to less than 1,000,000 bushels all-told, the lowest in the history of the trade here at this season. Wheat supplies are reported at only 400,000 bushels, of which 350,000 bushels are spring wheat, and there are 383,000 bushels of domestic and bonded flaxseed on hand. The bulk of the wheat in the houses is owned by local millers and it is being drawn upon by them to keep their plants running. The movement of wheat this way has been almost entirely dried up during the last three weeks, amounting to less than five cars daily on the average. One day recently not

Berg Company, has returned from an extended inspection trip over North Dakota and Montana. His opinion is that bumper yields of wheat, oats and flaxseed will be obtained in Montana; that not more than half an average production of wheat, oats, and rye need be expected over the northern part of North Dakota, owing to backward weather conditions, but that with better crop conditions elsewhere, the harvest will be an average one in that state. He covered over 1,600 miles in his car in the trip between Great Falls, Mont., and Minneapolis, owing to making diversions of hundreds of miles to take in the country off the beaten route. He was surprised at the greatly increased acreage of all grains sown in Montana in which flaxseed figures in strongly.

R. M. White, of the White Grain Company, is away upon a vacation trip. He is making a run via automobile to visit friends in Illinois, and he will attend the National Hay Dealers' Convention at Chicago during the last week of the month.

W. C. Mitchell of Randall, Gee & Mitchell reported a good demand for feedstuffs for the season. With the light stocks in the elevators, business in oats is being held down, and sales are confined to small lots. Practically all the oats now on store in the elevators have been sold.



AL. C. SMITH

a single cash sale of any kind of grain was reported on this market, and on two days during the past week, sales of wheat amounted to only one car each.

Al. C. Smith, who had been first assistant chief in Minneapolis, has succeeded Mr. Maxfield at Duluth and he is now engaged in organizing the Department in preparation for the new season's rush of grain. Mr. Smith joined the Minneapolis Inspection Bureau in 1891 and worked his way up from the bottom of the ladder to first assistant chief. He has won the reputation of being a careful and well posted official. Other vacancies in the office here have been filled through the appointment of R. W. Gray as first assistant inspector; C. P. Earl as second assistant and D. D. Sherman as third assistant. Appointments of four or five additional inspectors are expected to be made shortly.

To cater to the growing trade in screenings and other grains at this point, the Duluth-Canadian Grain Company has been incorporated with a capital stock of \$50,000. The incorporators are F. J. Wenzel, one of the best known operators on the Duluth Board of Trade, who has specialized in the screenings and barley business for years; H. Sterling of Fort William and George G. Reigger of Minneapolis. Offices will be maintained at Duluth and Fort William and perhaps later at Minneapolis. Members of the company have in view the organization of a concern to be known as the Canadian Feed Manufacturing Company to take in hand the building of a 60,000-bushel hospital elevator and feed manufacturing plant at Fort William. It will be the first plant of its kind in Canada and its output will be marketed over there. Contracts for the erection of the plant are expected to be let within a few days.

H. W. Hiller, Duluth representative of the Hagen-



AFTER a hard struggle for almost three seasons, during which time it was forced to reorganize its business twice, the Grain Clearance Corporation of Buffalo passed out of existence at midnight on the last day of June. Officers and directors of the company, realizing their inability to continue the operation of the company on a successful business basis, voted to suspend, guaranteeing, if its funds permitted, to cover all grain loaded up to midnight, June 30.

The Grain Clearance Corporation was adopted as a compromise between boat owners and grain shippers three years ago. Under its provisions during the first two years the boat owner made good for cargo shortages to the extent of one-fourth bushel for each 1,000 bushels carried. The first year the corporation came out ahead with a balance in its favor, but the second year closed with a large deficit.

With the opening of navigation this year, the limit was increased from one-quarter to one-half bushel per thousand, but this increase failed to tide the corporation over and during the last week of June the corporation voted to suspend. Under the corporation plan all overages were collected for the account of the boat owner. These arrangements covered all grains with the exception of flax, upon which the boat owner was liable in case of shortage to the extent of one-half bushel for each 1,000 carried, but in case of overage, nothing was collected except the freight on the excess cargo.

Private arrangements are now being made between owners of lake grain carriers and shippers whereby the so-called flaxseed rule will be made applicable to all grains. Grain shippers have long fought for the enforcement of this rule on all grains and it is now generally conceded by vessel owners that it is more just and equitable, and is more fair than any other plan previously adopted.

"The flaxseed bill of lading basis is as near a fair plan as we have been able to devise after conferences with vessel owners," said a prominent member of the Buffalo Corn Exchange. "Any overage should not be taken by the vessel owner because it belongs to the shipper. All the boat owner is entitled to in case of an overage is to collect the extra freight upon it."

The enforcement of this new bill of lading will effect a big saving to large grain shippers. There is every indication that it will be generally adopted by ships enrolled in the Lake Carriers' Association and the Dominion Marine Association as well as other large lake freight associations.

Despite the late opening of navigation this season and the many subsequent delays through ice conditions and accidents, Buffalo grain elevators had unloaded more grain up to and including the last day of June than at the corresponding time of last year. The increase over last year will exceed 1,416,000 bushels. Up to July 1, local elevators have handled 67,293,129 bushels. During the month of June more than 23,000,000 bushels of grain were handled as compared with a little more than 20,000,000 for the corresponding month of last year. There is every indication that the grain receipts this year will surpass the record made last season.

With elevating and grain interests co-operating in a general movement for adequate military protection for the large Buffalo elevators along the waterfront,

these important structures were without adequate fire protection for more than two weeks during the latter part of June and the forepart of July because of a strike of engineers on the municipal fire tugs. Up to July 11 the strike had not been settled, leaving a large part of the waterfront district without any fire protection. All efforts on the part of the municipal authorities and fire commissioners to employ engineers to take the place of the men on strike have failed and engineers on the police tugs refuse to replace the striking engineers on the fire boats. The men on the three tugs demand a wage increase. They are now receiving more pay than engineers doing similar work in other cities.

Police are investigating an attempt to burn the Exchange Elevator in the Erie Basin. The fire was extinguished before much damage was done.

George E. Pierce of the Wheeler and Monarch Elevators, believes that the opening of the new barge canal between Buffalo and Eastern tidewater points will relieve all danger of a congestion of grain in the harbor at the rush seasons of the year. Mr. Pierce said:

"There has been no delay in handling cargoes at this end of the route, but the greatest trouble has been in getting sufficient freight cars. With the opening of the enlarged barge canal, fleets of steam propelled grain carriers can carry grain to Eastern tidewater points as fast as it is unloaded."

Members of the Buffalo Corn Exchange and various elevating associations contributed generously to the \$2,000,000 Red Cross Fund which was raised in Buffalo. A jackpot contributed by representatives of the Connecting Terminal, Electric, Export, Wheeler, Evans, Monarch and Concrete-Central Elevators on the waterfront, brought in \$84,000 in addition to individual subscriptions of scores of grain and elevator men. Nisbet Crammer of the Concrete-Central Elevators subscribed \$10,000 to the fund and he was one of the 50 who donated \$10,000 or more and attended the \$500,000 banquet at the Buffalo Club. George E. Pierce of the Wheeler Elevator also contributed \$10,000 and Urban Milling Company, through George P. Urban, Jr., donated \$10,000 to the fund.

Walter Voss, secretary-treasurer of the Lake Grain Elevating Association, died on June 20 at his home in Claremont Avenue. He had been sick for less than 10 days. Death was due to pneumonia. Mr. Voss was born on January 30, 1868, and started his business career as an office boy in the grain office of Daniel Newhall in the old Board of Trade Building. For about 15 years he worked in this office and later went to the office of the Export Elevator, where he remained for several years. About four years ago Mr. Voss went into the offices of Lunham & Moore, grain forwarders, under C. H. Williamson, local manager, and a few months ago was appointed secretary-treasurer. Mr. Voss was a prominent Mason and is survived by his widow.



THE harvest of wheat in Kansas this summer has been carried on with far less labor troubles than usual. The depletion in the supply of men because of the war was about offset by the diminution in the yield. The very efficient work of the Federal agents co-operating with state labor departments resulted in prompt shipment of workers to points where needed, and a minimum condition of congestion of labor at any point.

Kansas cutting commenced somewhat sooner than expected, but men were available, and were quickly dispatched, chiefly from Kansas City, until the harvesters of Oklahoma were released. Several hundred school boys, chiefly of high schools and colleges, were cleared through the Kansas City Co-operative Labor Bureau to the Kansas and Oklahoma fields, some being sent direct from their home towns. A. L. Barkman, in charge at Kansas City for the Federal Bureau, who had received early reports of the probable need of men, had estimated that Kansas would want about 15,000 men for harvest, and this estimate is being verified as harvest proceeds and calls come for helpers. About 4,000 are now going into Kansas fields from Oklahoma. Hundreds of men come every year to the same farms, and follow their independent routes. The councils of defense, and other agencies, will doubtless assist materially next year—and even for the remainder of this year—in balancing the labor supplies, and helping to avoid waste travel.

William H. Lewis, labor commissioner of Missouri, speaks with especial pleasure of this feature of the council's work, and of the work of the co-operative bureau, for by these means men can be sent from one township to an adjoining one, or from county to

county, or from state to state, at minimum of expense and delay.

* * *

Shippers will, it is estimated, be saved around \$20,000 a year, and, what is better, two states will be closely co-operating, under the system of inspection of shipments across state lines, put into effect at Kansas City, July 2. Each state will make a review of the inspections of the neighbor state, on shipments coming from them, charging a nominal fee of 15 cents a car for such review. In case reinspection is necessary, Kansas makes the same charge as for original inspection, 50 cents, and Missouri also makes its basic charge, 65 cents.

* * *

R. D. Jarboe is traveling westward towards the Pacific Coast; he has been made a Federal Grain Supervisor, but it is said that he has not yet been assigned to a division.

* * *

The first new wheat received in Kansas City came from G. M. Cassity of Tonkawa, Oklahoma, received by William G. Dilts, Jr., Grain Company, was No. 2 soft, tested 60 pounds, and arrived on June 21, nine days ahead of last year's first comer. The first car of hard wheat on this market came June 23, from Oklahoma, consigned to the Ernst-Davis Grain Company.

* * *

Houston Fible & Co. of Kansas City have opened a branch to their stock and grain brokerage business in Tulsa, Okla., with Charles Crotchett, formerly of the Kansas City office, as manager, and L. J. Blair, also formerly of Kansas City, as telegraph operator.

* * *

The Simonds-Shields Grain Company and the Lonsdale Grain Company have merged, and will operate hereafter as the Simonds-Shields-Lonsdale Grain Company. Officers of the combined institution have not yet been named. The Simonds-Shields Grain Company has been operating the Milwaukee elevator, the Lonsdale Company, the Great Western, and the new company with these two elevators will have capacity of more than 4,000,000 bushels.

* * *

E. D. Bigelow, secretary of the Board of Trade, is taking time by the forelock, and showing a practical demonstration of "preparedness." He is getting into touch now with stenographers and accountants who have had some experience in the grain business, with the view to being able to fill positions that may be vacated because of the war. Some employees of Kansas City firms have left already, in the volunteer contingents; many others are registered, and may have to go when the draft comes. The importance of the grain business to the country's welfare gives an important added reason for the maintenance of careful service in the organizations of business men who have to do with this trade. For this reason, Mr. Bigelow is trying to avoid any hampering of trade through shortage of good material in the offices.

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The Farmers' Co-operative Elevator & Mercantile Company, Duquoin, Kan., has been incorporated by A. D. Brown, John McAlister, and Ellen Keith. This corporation has a capital stock of \$10,000.

* * *

George Gano has been elected president of the Board of Trade at Hutchinson, Kan. The other officers are: C. D. Jennings, vice-president; H. M. Talbot, secretary; J. R. Baker, C. A. Greenlee, Walter Hastings, R. O. Yates, Eugene Hipple, and Paul Gano are the members of the new Board of Directors.

* * *

H. G. Randall has purchased the membership of L. B. Young, Hutchinson, Kan., on the Kansas City Board of Trade. The membership cost \$8,000. Mr. Randall is manager of the Midland Milling Company at Kansas City.

* * *

Mrs. K. L. Peterson will manage a 10,000-bushel elevator that is now being built at Hallville, Kan., by the Farmers' Elevator Company of Assaria, Kan.

* * *

It is reported that Robert Vance, who has been secretary of the Kansas Grain Company for many years, will soon enter the grain business independently in Hutchinson, Kan.

* * *

Charles Cooper is now manager of the Farmers' Elevator Company of Dodge City, Kan.

* * *

R. D. Hagadorn has resigned his position as manager of the Farmers' Union Elevator of Gaylord, Kan. He has moved to Penasola, Kan., where he will manage the Farmers' Elevator there.

* * *

Jas. Robinson, Potter, Kan., has bought the elevator formerly operated by W. H. Ode. He will run this elevator in addition to the one he has at present in Potter. He will soon remodel both plants and put them in good condition.

* * *

Frank Geoffroy has purchased the coal and grain business of W. W. Miller & Sons of Anthony, Kan. This sale includes the elevator there. The new company will be known as the Geoffroy Grain Company. Mr. Geoffroy was formerly of Abilene, Kan. He is one

of the Kansans who believes that Kansas will harvest 70,000,000 bushels of wheat this year.

* * *

The Red Star Mill and the Kansas Milling Company of Wichita, Kan., have closed down temporarily awaiting action on the part of the Government. The owners of both mills say that there is no possibility of getting wheat from the farmers until the Food Control Bill is passed, and that the farmers in their section of the state are holding their wheat awaiting Government action. They will keep their mills closed until it is seen what power is vested in Herbert Hoover and in the Food Control Bill.

* * *

W. L. Scott & Sons Grain Company has sold its membership on the Wichita Board of Trade to W. L. Williams of Harper, Kan. The elevator at Tyler, Kan., and the office at Wichita have also been sold to the same company, which will be operated under the name of the Evans-Williams Grain Company by Mr. Williams and a cousin, C. M. Evans of Virginia.

* * *

W. C. Goffe, of Goffe and Carkener, was an active worker in the recent Red Cross campaign. He was chairman of the Board of Trade Red Cross Committee. His first subscriber was H. F. Hall, who pledged \$10,000. His firm subscribed \$1,000 to the fund.

* * *

P. B. Harper, manager of the hay and seed department of the Moss Grain Company, recently wired his office that he had married Mrs. Nellie Bany of Kansas City at Chicago, Ill. He is on what was intended as a vacation trip throughout the East.

* * *

John B. Spellman, one of the pioneer hay dealers of Kansas City, died June 21 at Grandview, Mo. He was born in Granville, Ohio, in 1834, and moved to Kansas City in 1875, going to Kansas several years before coming here. He engaged in the produce business here handling hay in loose wagonload lots. He handled the first car of hay that arrived baled. At that time hay was baled round and were somewhat strange to the customers. He was the first president of the Kansas City Hay Dealers' Association, being a charter member. He was actively engaged in the hay business until a few years ago. During this time, he was able to see the hay receipts grow from eight or ten cars a week to the present enormous number.

* * *

George B. Ross has been made Kansas State Grain Inspector for the third consecutive time. This appointment carries a term of two years. He was first appointed to this office by Governor Hodges. The last two appointments were made by Governor Capper. When Mr. Ross took charge of the Grain Weighing and Inspection Department for the state the working force was very small, the whole Department being handled by several men. There are now 60 men employed.

* * *

The Jos. S. Geisel Company opened an office in the Glover Building, June 23. Mr. Geisel was formerly with the Valier & Spies Milling Company of St. Louis, Mo. While with this firm he handled the grain end of the milling business. He has had 20 years' experience in this work. Now, however, he intends to devote his entire time to the grain business only. His work here will be to buy wheat for millers.

* * *

R. M. Corbin recently exhibited a loaf of bread made from a mixture of one-third kafir flour and two-thirds wheat flour at the Board of Trade. The bread was baked by Murphey Bros., of Wichita, Kan. It was dark, of medium weight, and very palatable. One gentleman who was given a portion of the bread immediately sent to Wichita for some of the flour that the bread might be made in his own home. Mr. Corbin is confident that there are great possibilities in the use of kafir as human food. However, the present supply of kafir is about out, and the new crop will not arrive until December.

* * *

H. C. Gamage, of the Moore-Seaver Grain Company, says that the strong bidding will continue for cash corn as long as the price is held high, which is due to the insufficient supplies of old corn, as there are no elevator stocks and the receipts are limited. The price for this commodity has reached a level never reached before in cash corn. He also says that oats are now in good request by the Southern trade to tide them over until the new crop is harvested. The depleted elevator stocks and the receipts have been unable to supply the demand. There is a new crop of oats expected from southern Kansas and Oklahoma that will alleviate the situation somewhat and which will have a tendency to cause a feeling of easiness in this section.

* * *

Kay Beach recently made two trips in the state of Kansas in the direction of Denver, Colo., in a period of two weeks. He was able to see the condition of the wheat twice at different times, and consequently is able to judge accurately its true condition. On a stretch 100 miles out of Kansas on the way to Kansas City he found that the wheat was standing well and high and to all appearances in very good condition. He is very confident that the wheat he saw will average high. He also reported that the corn was in good condition and that it was very little damaged.

MILWAUKEE

C. O. SKINROOD CORRESPONDENT

THERE has been a remarkably good run of corn at the Milwaukee market. The demand for corn has also been so decisive that everything offered has been snapped up readily and prices have risen 8 cents in the course of the first week in July.

With corn selling up to \$1.83, all previous records of this market for high prices have been far eclipsed. The trade in corn for the week has been 322 cars compared with 325 cars a week ago and 102 cars a year ago. This suggests that trade is about three times as large as it was one year ago. There is an excellent demand both for local and for shipping purposes.

Oats market is holding steady to higher with trade just about normal compared with last year. Receipts for the first week of July were 243 cars compared with 345 cars a week ago and 239 cars for the corresponding week a year ago. The prices have been holding around 70 to 72 cents per bushel, which is a record price for this market.

Barley appears to be exceedingly scarce at the Milwaukee market with gains of 10 to 15 cents per bushel in prices for the first week in July. Receipts for that week have been only 87 cars, compared with 72 cars in the previous week and 155 cars for the corresponding week of last year. The fancy malting barley with a 46 to 50-pound test has been selling from \$1.50 to \$1.53 per bushel, the 42 to 45-pound test has been ranging from \$1.44 to \$1.50 and the low, 39 to 41-pound test, has been holding at \$1.35 to \$1.42, while the feeding grades of barley range from \$1.20 to \$1.30.

Wheat trade is of small proportions with offerings small and demand of very moderate volume. Prices have been steadily on the toboggan. Receipts for the first week of July were only 49 cars compared with 30 cars in the previous week and 75 cars for the corresponding week of 1916.

Rye is also very scarce and prices are holding firm at very high levels. Prices tend still higher because of the light receipts. Arrivals for the first week of July were 19 cars compared with seven cars a week ago and 18 cars for the corresponding week of last year. Prices of rye are ruling from \$2.40 to \$2.43 per bushel.

Taking all grains combined, the arrivals for the first week of July were 740 cars compared with 653 cars in the previous week, 592 cars a year ago and 335 cars for the same week of 1915. Offerings are practically twice as large as they were two years ago and somewhat larger than in 1916.

* * *

Grain men of Milwaukee report that their information from Iowa is to the effect that Iowa has a fine acreage of corn, probably 20 to 25 per cent larger than a year ago and that the crop prospects for corn are fine regardless of the fact that weather has been cold much of the spring for the growth of corn.

* * *

Secretary Harry A. Plumb of the Chamber of Commerce is taking his annual vacation in the Yellowstone Park and may extend his trip to the Pacific Coast. The tour is expected to last about three weeks.

* * *

Leading grain dealers of Milwaukee announce that there is no machinery in the country for the adequate milling of barley in case the country should vote to stop the brewing of beer. There was considerable discussion of this problem when it was announced that Congress might stop the manufacture of beer completely. Grain men began to ask anxiously what could be done with the barley crop in case the Government took such action. Dealers here say that while barley may make a good human food, still it will not be available to the public until such time as adequate milling machinery can be devised to take care of the crop. It is also believed that farmers will take radical action in curtailing their acreage of barley in case the brewing of beer is banished by Federal statute.

* * *

Walter Stern, president of Bernhard Stern & Sons, thinks there will be ample supplies of wheat for the feeding of all the people in the United States and for the Allies as well. He declares that there have been no experiments at his mills to make a combination of barley and wheat flours. He says there will probably be no such experiments unless an order comes from the Federal Government calling for such action in the interests of conservation of grain supplies.

The Dodge-Hooker Mills at Wausau, Wis., have been experimenting in the making of this new hybrid flour at the request of the State Department of Agriculture. A combination of one part of wheat with two parts of barley was found to be quite successful. The flour is darker than wheat flour, being about the color of rye, or whole wheat flour. The bread appears to be most palatable and is also declared to be most nutritious. Agents of the company assert

that this flour can be made for \$7 to \$10 a barrel, while wheat flour is selling up to \$12 to \$13 a barrel, wholesale, at the present time.

It is believed in Wisconsin that there will be continued government experiments in this state as to the best way to utilize barley with the idea that the cessation of manufacture of beer is only a matter of a short time and a market will then have to be found for the American barley crop, which is 200,000,000 bushels, or more, annually.

* * *

The Chamber of Commerce has taken a decisive stand on having a bone-dry country. Resolutions of protest against such a stand were drawn up and sent to President Wilson, to the Agricultural Committees of Congress, to members of the House and to Senators Husting and La Follette. The protest declares it the opinion of the Board of Directors of the Chamber of Commerce that any legislation barring the manufacture of beer and light wines at this time is an unwarranted destruction of property and business, an untold hardship to employees and will deprive the country of large sources of revenues just when they are needed most. The resolutions recite that the saving of grain by such action would be "only trifling conservation," effected at a tremendous cost. The protest says that if on investigation by the Government such drastic action as prohibiting beer manufacture is found necessary, then it should only become effective at such a future date that the property interests and industries concerned will have ample opportunity to protect themselves against the great losses sure to ensue.

* * *

The Chamber of Commerce has determined to take a stand to help increase the winter wheat area in the state of Wisconsin. The Chamber of Commerce stands pledged to assist the college of agriculture in promoting the wider raising of a new variety of winter wheat which is especially advised for cultivation in this state. The Chamber will co-operate with the Wisconsin Millers' Association to see if more winter wheat and rye can not be produced by this state. Attempts will also be made to have farmers sow more spring wheat.

The Wisconsin Bankers' Association also has a committee which will attempt to boost the college of agriculture and state defense council's plans to have more rye and wheat produced in the state. Conferences will be held with the grain men and bankers co-operating to push this grain campaign in every county in the state. Since the bankers are exceedingly well organized in this state, it is expected that material help can be given.

* * *

New members of the Chamber of Commerce are Arthur J. Atkins, Minneapolis, and Herman C. Timm of New Holstein, Wis.

* * *

Milwaukee's grain trade is destined to grow rapidly, judging from the increasing number of elevators. The latest to be announced is that of the new elevator of Kellogg & Petit, with a capacity of 500,000 bushels. It will be built on the belt line of the Northwestern Railroad in the southwest elevator district of the city, which already includes such plants as the P. C. Kamm Elevator, the Krause Milling Company, the Interstate Malt Company, D. D. Weschler & Sons and Smith, Parry & Co. The structure will cost about \$200,000 and work on building will be started as soon as possible. Clement Petit will be president of the new concern and W. G. Kellogg, vice president and manager. Mr. Petit is now the president of the Petit Coal Company and the Petit Salt Company and his father is the well known L. J. Petit, president of the Wisconsin National Bank, the second largest bank in the state. This indicates the character of the financial backing of the new firm. James Stewart & Co., Inc., Chicago, is the firm which will act as designer and builder of the new grain structure.

* * *

President H. W. Ladish recommends that proprietors of elevators note carefully the suggestions of Food Administrator Hoover that every effort be made to keep all the grain crops as free from fire hazard and explosion as possible. The Chamber of Commerce was asked to take up with each elevator owner or manager the minimum requirements of safety as laid down by the National Board of Fire Underwriters. This advice and action is designed to conserve the food supply as far as possible.

* * *

Walter Fowler, the oldest grain inspector in point of service in the employ of the Wisconsin Grain and Warehouse Commission, has been named Federal Supervisor for the Chicago district under the new Federal Grain Standards Act.

* * *

Ludwig Teweles, aged 76, president of the Teweles Seed Company, died suddenly of heart disease at his home. He came to Milwaukee 52 years ago from Australia. He was a member of the Old Settlers' club and of the Chamber of Commerce. Surviving Mr. Teweles are five sons, all of Milwaukee.

* * *

The refusal of the Interstate Commerce Commission to sanction the 15 per cent freight raise asked by the railroads of the country was a disappointment

to the traffic head of the Chamber of Commerce, George A. Schroeder. He declares the stand of the Commission is a blow to the shippers of Milwaukee and elsewhere because it means that they will have to put up with the poor service that they have been having for years.

"Traffic conditions have been more or less crippled for the last year especially," he said, "because of the carriers' inability to furnish the proper equipment. The poor service has been largely due to the lack of revenues. I was under the impression that while the full 15 per cent raise would probably not be granted, a large part of it would be approved. The majority of grain men here I think were for some measure of advance and nearly all of those who gave testimony on the case at Washington asserted freely that the rate advance should be approved.

"There is complaint among the railway employees who did not get the recent rail raise which was announced. These classes of railroad help, like clerks and station agents, are paid very poorly and they deserve better pay.

"Railroad terminals and railroad equipment are far behind the needs of the country. Hundreds of millions of dollars would be required to get this equipment and facilities up to where it should be to meet the needs of the country. The rate raise was necessary to provide the funds for all of these necessary improvements."

Milwaukee shippers, however, point out that while the full raise was not given the railroads, that the railroad men themselves did not expect a 15 per cent raise. The raise actually allowed, it is said here, will total \$50,000,000 to \$75,000,000 a year, which is a big share of the \$300,000,000 demanded by the railroads.

* * *

The railroads centering in Milwaukee have taken off passenger trains and modified schedules in many instances in response to the orders of the national council of defense through the general railway operating board.



CASH grain houses have been doing a good business, but the restrictions on future trading have worked a great hardship on speculative commitments, and commission houses have found "scant pickings" recently. There is, however, a ray of speculative sunshine in the corn crop outlook, as should the present 3,000,000,000-bushel prospect continue until harvest there would, no doubt, be sufficient of the coarse grain to provide material for continued speculation at fairly reasonable prices, and this, with the bumper oats crop in sight, will mean an outlet for grain traders until peace in Europe comes and conditions adjust themselves so as to permit trading in wheat.

The average trader, however, has given up all thought of dealing in wheat futures on the next crop. Export houses here have done considerable wheat business at strong premium over the future market quotations, for receipts have been sufficient to permit of outside sales. New wheat, however, has been running unusually light for the middle of July, and would seem to indicate that the farmer is inclined to hold his wheat regardless of the premiums prevailing, and likelihood that the Government may take his supplies later in the season at a set price if his crop is not placed on the market now.

Reports received by commission houses on the Merchants' Exchange indicate considerable improvement in winter wheat in this territory, and some farms in territory near St. Louis will show surprising yields as compared with estimates made a month ago. The milling trade is in an unsatisfactory condition, due to uncertainty regarding the price fixing by the Government, and a tendency of flour buyers to refrain from stocking up heavily for fall business, as is usually done at this season of the year.

* * *

Friends of Thomas F. Blake, president of the Blake Milling Co., Edwardsville, Ill., were grieved to learn of his death last week, after an operation for appendicitis performed July 1. Mr. Blake was well known to the milling and grain trade throughout the Central West, and was respected for his high business ability and integrity. He was born in Atchison, Kan., in 1872, and spent most of his life in the milling business.

* * *

In suspending trading in September corn futures last Tuesday, the Board of Directors of the St. Louis Merchants' Exchange passed the following resolutions:

Whereas, by reason of the fact that our country is in a state of war it becomes the patriotic duty of all to second the efforts of our Government to pre-

vent any undue price increase in food products. Now, therefore be it

Resolved, that effective July 11, 1917, and until further notice, all trading in September corn be discontinued except to close existing contracts, with the exception that new sales of corn for September delivery are permitted when absolute showing can be made to the directors of the St. Louis Grain Clearing Company that the corn is in a position for delivery, otherwise members trading in September corn will be required to show evidence to the directors of the St. Louis Grain Clearing Company that such trades are to even up present contracts. Be it further

Resolved, that, in settlement of September corn contracts the price must not exceed \$1.67 per bushel. Be it further

Resolved, by the Board of Directors, that the true commercial value of the contract grades of July corn in St. Louis on the 11th day of July, 1917, is hereby declared to be \$1.70 per bushel, and the Board of Directors hereby instructs the closing of all contracts in July corn at said price of \$1.70 except where the seller notifies purchaser in writing by 1:15 o'clock P. M., July 16, of his intention to deliver the property; and in case of his failure to deliver, settlement shall be made at the price, \$1.70 per bushel, plus the penalty provided in Rule VIII, Section 5.

* * *

John L. Messmore won the annual golf contest at the recent outing of the St. Louis Grain Club at Eellerive Country Club. Carl Wright and A. C. Robinson tied for second place. The match was followed by dinner at the club, where John G. Lonsdale, president of the National Bank of Commerce, was one of the speakers.

ARBITRATION DECISIONS

An aftermath of the 1915 oats crop was reviewed recently by Arbitration Committee No. 2 of the Grain Dealers National Association.

The Salina Produce Company of Salina, Kan., bought of the King Elevator Company a 40,000-pound car of white oats at 37½ cents with average agreement for larger car shipped at 37½ cents, Topeka inspection. About 1904 bushels of oats were shipped inspected "Standard Oats, 31-pound test," at Omaha, and the Topeka inspection showing "No. 2 mixed oats, test 33½ pounds." Subsequently two lots were taken from the car and the balance showed a damp and heating condition at ends of car which was reinspected at Kansas City as "No. 4 white oats, damaged and musty." A claim of \$144.43 was made for the loss of this damaged portion of the shipment, on the charge that the car was plugged.

The Committee found for the defendant, as follows:

It is the opinion of this committee that in view of the notorious fact that the oats of the crop of 1915 carried an excessive amount of moisture due to climatic conditions, and the further fact that these oats moved from a point in South Dakota to a point in Kansas, which is in a warmer climate, and for the further fact that the time between Topeka inspection (November 4, 1915) and the Scottsville inspection (November 19, 1915), it is possible for the condition of the oats to materially change.

The fact that the Omaha inspection shows these oats to grade standards with a test of 31 pounds, and the Topeka inspection to grade No. 2 mixed oat test 33½ pounds, and the Kansas City inspection showing a grade of No. 4 white oats, the two former under the same conditions as to the inspector's ability to get at the grain, shows the oats to be more or less unevenly loaded, such as is very commonly done at country elevators where they do not have adequate facilities or the volume of grain to get a uniform grade throughout the car.

Hence, in view of all the evidence, we would not say that this car had been loaded with the intent to defraud, but that it was one of the many unfortunate circumstances attending the handling of the 1915 crop of oats. Further, that as the contract provided that Topeka inspection should govern and as the defendants furnished certificate of inspection from that department without any notation showing inability to thoroughly inspect, which certificate shows the oats to have graded "No. 2 mixed oats," "33½ pounds test," corroborated with one from the Omaha Inspection Department showing a clean inspection, "Standard oats test, 31 pounds," we would find for the defendants and order the cost of arbitration to be paid by the plaintiffs.

The second case before this Committee involved a loss of \$287.52 on four cars of Kaffir and an overdraft of \$33.65 on one car, the only one shipped on a contract of five cars purchased by Adolph Kempner & Co., of Chicago, from the Bennett Commission Company of Topeka.

The purchase price was \$1 per hundredweight, first half December delivery. Not until January

was the first and only car shipped and on February 7 Adolph Kempner & Co., bought in four cars at \$1.12 to apply on the contract.

The Committee decided as follows:

Upon careful reading of the immense amount of correspondence and pleadings submitted, the committee cannot find anywhere a statement of the defendants where they would not ship, but in all of their wires and letters they leave the impression or make the positive statement that they are doing their best to fill the sale. Therefore, our findings are for the plaintiff on the following statement:

Original sale, five cars, or.....	280,000 pounds
One car applied	40,400 pounds
Amount short on contract.....	239,600 pounds
239,600 pounds at \$1.12.....	\$2,683.52
239,600 pounds at \$1.00, contract.....	2,396.00

Balance	\$ 287.52
Debit balance on car 55855.....	33.65

Total\$ 321.17 and order that the Bennett Commission Company pay to Adolph Kempner & Co. the sum of \$321.17 and the costs of arbitration.

* * *

The third decision made by this Committee is in respect to the time of expiration of the contract between L. H. Powell & Co., Wichita, plaintiffs, and the Omaha Elevator Company, for 1,500 bushels, No. 3 or better white oats.

The confirmation dated 12/1/16 reads: "This confirms purchase from you today by phone, Raymond to Lowe, of one car 1,500 bushels No. 3 or better white oats, bulk, at 52½ per bushel, basis f. o. b. Omaha, Neb., weights Omaha official, grades Omaha official, shipment within 10, or sooner, days, and routing Mo. Pac. Bill as follows: Osawatomie, Kan., for diversion. It is also understood and agreed that this confirmation is a part of the contract and that if the grain mentioned above is not shipped within the specified time, we reserve the right, at our option, to cancel, extend time, or buy in for seller's account, and that this contract is not performed until destination weights and grades mentioned above are obtained."

Billing instructions were received on December 4, and the controversy rested on whether confirmation, as shown above, or Omaha terms, which al-

lowed 10 days from time of receipt of shipping directions, should govern. Many telegrams and letters were exchanged, but the Committee decided as follows:

The committee finds from the evidence that this trade was not made upon Omaha official terms, but Omaha official weights and grades to govern, that the original articles of trade plainly stated that 10 days were to govern shipment, and that according to Trade Rules No. 5 of the Grain Dealers' National Association this should be reckoned from the date of sale, excluding same, and that the plaintiffs were within their rights in exercising the option as given in Rule No. 7, to either buy in, cancel, or with the consent of the seller extend the time of shipment.

While there is no evidence introduced to show the value of the oats on December 11, 1916, the offers of the defendants to cancel the sale were at a heavier discount than the plaintiffs asked for, and, as the defendants did not raise any objection as to the prices named by the plaintiffs, the committee would find the amount to be correct, and our ruling is that the Omaha Elevator Company pay to L. H. Powell & Co. the sum of \$22.50 and the costs of arbitration.

NORTHERN EUROPE CONDITIONS

Real distress is prevalent throughout Scandinavia on account of the food shortage and the unemployment induced by the scarcity of coal which has forced the closing of many plants that would otherwise be running full time. In Sweden the people are on rations even more severe in some respects than those imposed in Germany, for instance the bread ration in Stockholm has been reduced to 200 grams, while in Berlin it is 280 grams per day, or less than half a pound. When it is considered that this is the principal part of the ration, half a pound of bread does not go very far in satisfying hunger.

In Norway the Government Food Supply Commission has adopted short allowances for all kinds of necessities, and even in Denmark the bread card system is to be put in effect on April 1, and a daily allowance of 315 grams has been decided upon. In Holland conditions in many cities are said to be desperate and riots have occurred at the Hague and other places. In all of these countries mills are idle except when a meager supply of grain allows them to grind whole wheat flour until the grain has been entirely exhausted.

THE NEW ASTORIA ELEVATOR

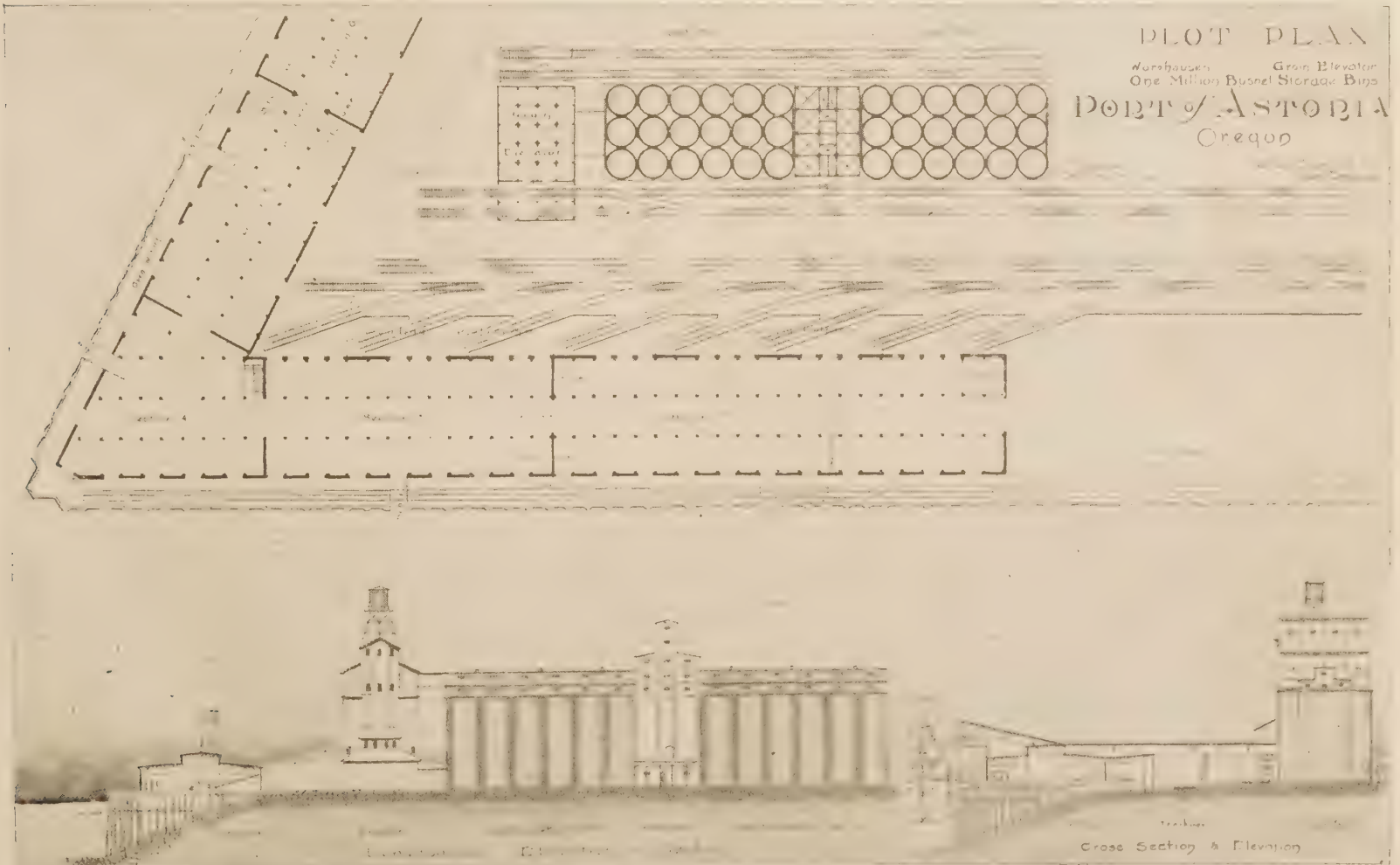
On September 1 next, if plans do not miscarry, the Pacific Coast will have in operation another big modern concrete elevator of the type which is rapidly supplanting the old warehouses where grain was stored in sacks. This new elevator is the 1,000,000-bushel plant owned by the Port of Astoria, Ore., which has been under construction for some time and is rapidly nearing completion.

The general arrangement of the plant is shown in the accompanying illustration. It is of reinforced concrete construction throughout supported on a pile foundation and there are 64 storage bins including the interstice bins. The main bins are 22 feet 8 inches in diameter and 78 feet in height. Receiving elevators are placed on each side of the work house. Two additional legs are located in the center of the building, each with an elevating capacity of 15,000 bushels per hour, to be used as transfer and shipping out elevators.

A 36-inch conveyor is used for filling the bins, and extends into the present work house connecting the two plants. These belts run through reversible trippers discharging to the various bins. Four 36-inch belt conveyors in tunnels under the storage bins, discharge to the two large elevators for re-handling and shipping out. Two 2,000-bushel garners receive grain from the four elevators and scharge to two 1,600-bushel hopper scales, which in turn discharge to the several workhouse bins.

The bulk shipments are handled over a 36-inch belt from the new work house to the water front in Slip 1, while all sacked grain is handled through the present building over a 30-inch conveyor to the warehouse and water front, allowing the handling of both bulk and sacked grain at the same time.

There have been installed several 1,600-bushel automatic scales, Eureka 600-bushel-per-hour Scourers and Monitor Separators with an hourly clearing capacity of 2,250 bushels. Up to the present time the elevating and conveying machinery contracts have not been placed. The elevator will be operated by the Port Commissioners of Astoria.



PLAN OF THE ASTORIA, ORE., 1,000,000-BUSHEL ELEVATOR NOW UNDER CONSTRUCTION



ELEVATOR AND GRAIN NEWS

ILLINOIS

J. A. Simpson of Woodford, Ill., will build a new elevator at that place.

A modern grain elevator is to be built at Walnut Grove, Ill., for A. B. Curtis.

The Jos. Gilles Elevator at St. Joseph, Ill., has been purchased by Thos. Ogden.

The grain elevators located at Brokaw (no p. o.) and Padua, Ill., have been completed.

L. J. Kaiser has let the contract for building of a new elevator one mile south of Emery, Ill.

W. W. and M. B. Myers, have purchased the elevator located at Craig Station, near Clinton, Ill.

The Forest City Grain Company of Forest City, Ill., contemplates building a larger elevator there.

H. & H. J. Wendel have sold their grain and coal interest in Fairbury, Ill., to Jesse Rudd and B. J. Singleton.

For the purpose of dealing in grain, feed and coal, Bader & Co., was organized at Vermont, Ill. Capital stock is \$25,000.

The elevator of the W. T. Bradbury Company located at Bellflower, McLean County, Ill., is being remodeled.

Improvements are being made on the elevator plant of the Rudy Elevator Company at Vermilion, Ill.

The Midland Grain Company of Midland City, Ill., has been formed by John F. Bartley. Capital stock of the company is \$10,000.

A large, up-to-date elevator is to be built at Holder, Ill., for the Zorn Elevator Company which is tearing down its old elevator there.

Half interest in the elevator of J. A. McCreery at New Holland, Ill., has been purchased by G. E. Richter for the consideration of \$7,000.

H. S. Houghton, C. C. Frackleton and M. W. Groves have incorporated the Junction Grain Company of Petersburg, Ill. Capital stock is \$10,000.

A 40,000-bushel elevator is to be built at Prairie City, Ill., for Bader & Co., of Vermont. The elevator replaces the old Dole Elevator which burned last fall.

The interest of C. M. Gaddis in the O'Hara & Gaddis Elevator at Carlock, Ill., has been sold by him to L. E. Schwartz, who took possession on July 2.

The contract has been let for the erection of a grain elevator with a capacity of between 15,000 and 20,000 bushels on the Frank Kugler Farm near Macomb, Ill.

The elevator of the Middletown Grain & Coal Company located at Middletown, Ill., has been remodeled extensively. A new brick cob burner will also be built.

Plans are being made by the Homer Farmers' Elevator Company of Homer, Ill., for the erection of a 10,000-bushel concrete grain elevator there. Plant will be equipped with a dump for loading cars.

The contract has been let by Schultz-Baujan & Co., of Beardstown, Ill., to the Burrell Engineering & Construction Company for the erection of a 250,000-bushel elevator and 1,000-barrel mill. Work is to be started on August 1.

Incorporation papers have been filed for the Compro Grain Company of Auburn, Ill. L. P. Stockdale, J. B. Stockdale and James M. Stockdale are interested in the organization which is capitalized with stock of \$10,000.

The Wabash & Keystone Elevators at Chicago, Ill., will not be "regular" after July 1 except for the 5,000 bushels corn and 16,000 bushels oats now stored in the plants. The plants have a total capacity of 2,000,000 bushels.

A new company, the American Grain Company, of Decatur, Ill., has made plans for the purchase of the Shellabarger elevators located at Emery, Forsyth, Maroa, Argenta, Cisco, Osprey (r. f. d. Clinton), and Harpster, Ill.

The Whelan Bros. & Grant, of Charleston, Ill., have dissolved. Thos. O. Grant retires from the corporation. John Edw. Whelan, who will conduct the plant, has let the contract for a new elevator to replace the one which was destroyed during the recent storm which swept that part of the country.

The secretary of the Illinois Grain Dealers' As-

sociation, E. B. Hitchcock, reports the following changes among the grain dealers of Illinois: At Pana, Ill., Edward McKee succeeds Geo. F. Barrett & Son; White Hall, A. J. Barnett succeeds Frech & Johnson; Ray, B. W. Billingsly, Ray Grain & Fuel Company; Knoxville, Thompson & Cation, Chas. Wyman; Maquoin, Roberts & Pearson, Thos. Molton; Coatsburg, Coatsburg Grain & Live Stock Company, A. W. Henning; Loraine, Loraine Grain & Live Stock Company, Mrs. John Gunn; Macomb, Macomb Grain, Fuel & Supply Company, Hunter Grain Company; West Point, Geo. W. Major, Thos. Corbin & Co.; Alexis, C. E. Stumbaugh, Heflebower & Peterson; Prophetstown, Frary & Frary, J. E. Frary & Son; Downs, Scholer & Weedman, Zorn Grain Company; Fort Woods (LeRoy p. o.), Scholer & Weedman, Downs Grain Company; LeRoy, Harrison-Ward & Co., W. A. Walters & Co. (sold one house only); Hillsboro, Ware Brothers, Hillsboro Roller Mill; Rossville, A. E. Long, G. L. Morritt; Kirksville, Sullivan Elevator Company, R. C. Parks; Myrtle, Holcomb-Dutton Lumber Company, H. A. Hillmer Company; Pecatonica, Geo. Summer, R. J. Winchester; Morrison, M. Kleinschrodt & Son, Wm. H. Burch; Ashton, J. M. Borgeson, L. J. & R. W. Jeter; Edon, M. F. Turner, C. F. Holt; Otto (Kankakee p. o.), Geo. W. Schrader, R. T. Cummings Grain Company; Rantoul, Rantoul Grain Company, Frank Yates; Hayes, E. E. Hamman, Hamman Brothers; Ridgeville, L. M. Walker, Maddin Bros.

IOWA

Goodell, Iowa, is to have a new elevator.

A new elevator is being built at Morley, Iowa.

The elevator at Polk, Iowa, is to be remodeled.

A new grain elevator is being built at Wyman, Iowa.

M. Anderson has purchased an elevator located at Terril, Iowa.

The elevator at Rutland, Iowa, has been sold by Tom Ferris to a gentleman from Burt.

An addition is to be built to the plant of the Every Grain Company at Spencer, Iowa.

Capital stock of the Farmers' Elevator Company at Larrabee, Iowa, has been increased to \$40,000.

T. W. Wright has purchased the Wadleigh Elevator near Knierim, Iowa. He will take possession at once.

It is probable that the Farmers' Elevator Company of Cylinder, Iowa, will build a new elevator there.

The elevator building of the Farmers' Elevator Company at Colo, Iowa, is to be overhauled and re-roofed.

The Milligan interest in the elevator at Franklin, Iowa, has been purchased by the Farmers' Elevator Company.

Half interest in A. J. Froning's elevator at Webster City, Iowa, has been purchased by his son, A. C. Froning.

The Farmers' Elevator Company has let the contract for the erection of a new grain elevator at Plainfield, Iowa.

Farmers in the vicinity of Dallas, Iowa, have decided to either purchase or build a lumber yard and grain elevator there.

Capitalized with stock of \$20,000, the Farmers' Co-operative Elevator Company has been incorporated at Wallingford, Iowa.

An addition is to be built to the elevator of the Farmers' Elevator Company at Rock Valley, Iowa, to provide a storage place for grain.

The Bowles-Billings-Kessler Grain Company of Alexander, Iowa, has let the contract for the erection of a new elevator costing about \$8,500.

The elevator located at Elkader, Iowa, has been purchased from Mrs. A. Lamm by L. C. Lenth. He will remodel the plant and put it into operation.

A modern elevator is under course of construction at Payne, Iowa, for Frank Mead of Hamburg. The plant will have a capacity of 15,000 bushels.

The Cavers Elevator Company has disposed of its elevator at Council Bluffs, Iowa, and also its line of country elevators in Nebraska to the Dawson Grain Company.

The Allison Farmers' Co-operative Elevator Company of Allison, Iowa, has arranged to build a new

elevator there, replacing the one which was destroyed by fire.

The grain firm of Williams & Shostrom at Dayton, Iowa, has been dissolved. E. Shostrom bought his partner's interest and then sold half interest in firm to Geo. Richey.

Three line elevators owned by the Button Elevator Company of Sheldon, Iowa, have been sold to the Merchants' Elevator Company whose headquarters are located at Minneapolis.

The contract has been let by the Farmers' Elevator Company of Moorland, Iowa, for the erection of a hollow block elevator. This will replace the one which was destroyed by fire.

The engine in the Farmers' Elevator Company at Craig, Iowa, was destroyed recently when, it is thought, a burr became loosened from its fastenings. The plant was closed down until a new engine could be installed.

A state charter has been applied for by the farmers in the neighborhood of Sumner, Iowa, who have organized to handle grain, feed, etc. The officers of the corporation are: President, F. H. Friedman; vice-president, William Kirchman; secretary, H. W. Schnadt.

Extensive improvements are being made on the old Froning Elevator located at Sheffield, Iowa, by the Farmers' Elevator Company of that place. Some of the grain bins are to be extended to the lower floor and the driveway and dump lowered, facilitating the handling of grain.

WESTERN

A new 50,000-bushel elevator of steel construction is to be erected at Logan, Utah.

A new grain elevator is to be built at Chelsa, mail Poplar, Mont., by Ed. Dodge.

The Judith Basin Elevator Company has been incorporated at Lewistown, Mont., capitalized at \$50,000.

The Equity Elevator & Mercantile Company has purchased the Lee Munson Elevator located at Dooley, Mont.

The Farmers' Mill & Elevator Company has been organized at Sheridan, Wyo. Capital stock of the concern is \$15,000.

A grain elevator of 20,000 bushels' capacity is to be built at Nunn, Colo., by W. L. Cline and Jacob Hasbrouck of Ault.

A concrete grain elevator with a capacity for 70,000 bushels is to be built at Hartline, Wash., for the Farmers' Union Grain Company.

C. B. Cruzen and others have formed the Farmers' Elevator Company of Havre, Mont. Capital stock of the organization is \$20,000.

A grain elevator of 30,000 bushels' capacity is being built at Hazelton, Idaho, by the Burrell Engineering & Construction Company.

A new 35,000-bushel elevator is under course of erection at Rosebud, Mont. A new 75-horsepower Corliss engine is also being installed.

A new 200-barrel flour mill is to be installed at Winifred, Mont., for the Farmers' Co-operative Association which conducts an elevator there.

The Clovis Mill & Elevator Company is building a grain elevator of 25,000 bushels' capacity and a flour mill of 100 barrels, at Clovis, N. Mex.

A crib construction elevator of 30,000 bushels' capacity is to be built at Dubois, Idaho, by the Burrell Engineering & Construction Company.

The grain elevator at Dixon, Mont., formerly the property of the defunct Reservation Farmers' Grain Company, has been purchased by Stanley Searce.

The new grain warehouse of E. S. Young at Woodland, Cal., has been opened up. The establishment has a capacity for 75,000 sacks of grain.

The contract has been let by the Ritzville Warehouse Company of Ritzville, Wash., for the erection of a grain elevator with capacity for 50,000 bushels grain.

A 50,000-bushel elevator is to be built at Maupin, Ore., for the Spokane, Portland & Seattle Railroad. The Burrell Engineering & Construction Company has the contract.

A grain elevator, consisting of 18 bins, is to be built for the Farmers' Union Warehouse Company at

Goldendale, Wash. The elevator will have a capacity for 70,000 bushels.

At the cost of \$7,000, a concrete elevator with capacity for 30,000 bushels, is to be built at Idaho Falls, Idaho. Burrell Engineering & Construction Company has the contract.

Twelve tanks with an aggregate capacity of 100,000 bushels are to be built at Enterprise, Ore. The contract has been let to the Burrell Engineering & Construction Company.

The present elevator at Pendleton, Ore., is being remodeled and machinery installed for handling grain in bulk. Burrell Engineering & Construction Company is doing the work.

The contract has been let by the Shelby Equity Co-operative Company of Shelby, Mont., for the erection of a 30,000-bushel elevator there. The plant will be operated by a 25-horsepower engine.

Farmers around White Sulphur Springs, Mont., are interested in the formation of an elevator company there. The company when organized will build an elevator at White Sulphur Springs, it is reported.

Construction has been started on the new elevator to be established at East Helena, Mont. The plant will have a capacity of between 40,000 and 50,000 bushels and will be built for the Montana Central Elevator Company.

Incorporation papers have been filed for the Union Grain & Elevator Company of Provo, Utah. The company is capitalized with stock of \$50,000. J. Knight is president; W. O. Creer, vice-president and R. E. Allen, secretary and treasurer of the company.

The Relief Society of the Mormon Church at Salt Lake City, Utah, has made provisions for the erection of a steel reinforced concrete elevator there with a capacity of 50,000 bushels of grain. The elevator will be equipped with modern facilities and will cost between \$15,000 and \$20,000.

The Burrell Engineering & Construction Company has been awarded the contract for the erection of a crib construction elevator of 30,000 bushels' capacity at Jerome, Idaho. Warehouse is also to be built. Cost of new establishment will be \$10,000.

SOUTHERN AND SOUTHWESTERN

W. Ray will build a new elevator plant at Tipton, Okla.

The Hollis Mill & Grain Company has been organized at Hollis, Okla.

The Miller Grain Company at Wakita, Okla., is succeeded by the Anthony Mills.

The Saint Grain & Produce Company of Houston, Texas, is remodeling its building.

A grain elevator is to be built at Choctaw, Ala., for the Gulf, Mobile & Northern Railroad.

The new elevator of the R. H. Drennan Grain Company at White Oak, Okla., has been completed.

A 20,000-bushel additional storage plant is being built for the Leger Mill Company at Frederick, Okla.

The Utah Cereal Food Company of Ogden, Utah, will build and conduct a 30,000-bushel elevator at Mt. Pleasant, Texas.

New 20,000-bushel elevators are being built by the Drennan Grain Company at both Komalty and Hobart, Okla.

The elevator and mill of the Ashburn Milling Company has been purchased by W. S. Jenkins Grain Company of Leesburg, Va.

The Marshall Mill & Elevator Company of Marshall, Texas, has amended its charter, increasing its capital stock from \$40,000 to \$80,000.

Capitalized with stock of \$25,000, the Moultrie Mill & Elevator Company has been formed at Moultrie, Ga., by W. J. Matthews and others.

A new building is to be built for the Hays Grain Company of Fort Smith, Ark., with a capacity of 150 cars per month.

The Blackwell Mill & Elevator Company of Manchester, Okla., is building a new elevator there. The old farmers elevator is to be dismantled and new one built on the site.

The Phoenix Elevator Company of Sherman, Texas, has let the contract to the Lehrack Contracting & Engineering Company for a concrete warehouse 63x140 feet and two stories high.

The Paducah Grain & Elevator Company of Paducah, Ky., has let the contract for remodeling its elevator there. Cleaners, transmission machinery, shellers, dryers, etc., are to be installed.

The Groom Elevator Company of Amarillo, Texas, was organized not long ago by E. S. Blasfel, John W. Knoop, C. R. Slay and John Fraser. Capital stock of the new organization amounts to \$20,000.

The Fort Worth Elevator Company of Fort Worth, Texas, has filed an amendment to its charter increasing its capital stock from \$250,000 to \$750,000. The proceeds from this increase of cap-

ital will be used in making enlargements and improvements to its elevator.

The City Mill of Ennis, Texas, is erecting a new nine-tank concrete elevator which will have a capacity of 30,000 bushels wheat. The company will install machinery soon in a new flour mill building which it has erected.

Six elevators located at Blackwell, Mardin (no p. o.), Deer Creek, Numa, Medford and Clyde (r. f. d. Medford), Okla., have been purchased by the Larabee Flour Mills Corporation from the Deer Creek Elevator Company.

The Tallahassee Booster Club of Tallahassee, Fla., is interested in the establishment of a grain elevator at that place. The club is making efforts to interest the business men and farmers around that town in building and conducting a plant there.

The Bartlett Lumber & Grain Company has been incorporated at Trenton, Texas, with capital stock of \$5,000 for the purpose of dealing in grain and feed stuff, as well as lumber. The incorporators are: I. F. Burrett, W. P. Summers and M. S. Summers.

INDIANA

The Farmers' Grain Company of Sheldon, Ind., has been dissolved.

The elevator at North Liberty, Ind., has been purchased by Chris Wolfe of Howe.

The New Waverly Equity Exchange has been organized at New Waverly, Ind., capitalized with stock of \$20,000.

The interest of Hugh Murray in the H. Murray & Co. elevator at Goodland, Ind., has been sold to Chas H. Adamson.

Piel & Co. have purchased the Southside Elevator at Vincennes, Ind., and, in the future, will conduct the business of Piel & Baker.

The South Bend Grain Company of South Bend, Ind., has about completed remodeling the old mill at Rolling Prairie, Ind., into a grain elevator. It has a capacity of 5,000 bushels of grain.

Aaron Gardner and F. S. Demoret have formed a partnership and purchased the elevators of the Willey Grain Company at Bath and Peoria, Ind. They will operate under the name of the Demoret Grain Company. The office will be maintained at Bath, Ind., p. o. College Corner, Ohio, R. R. No. 1.

The Kendallville Shippers' Association has been organized at Kendallville, Ind., for the purpose of shipping grain, stock, and to buy seed, building material, etc. M. E. Sherman, A. F. Hill, M. E. Wible, W. M. Diggins, Bernard Haines, J. E. Haney and Geo. Arehart are the directors of the organization.

EASTERN

Incorporation papers have been filed for the Butman Grain Company of Lynn, Mass. Capital stock of the company, in which Wm. M. Butman is interested, is \$50,000.

The Philadelphia Grain Elevator Company of Philadelphia, Pa., recently ordered two large Invincible Separators of the Invincible Grain Cleaner Company of Silver Creek, N. Y.

The grain elevators in Baltimore known as No. 1 and No. 2 are now operated by the Pennsylvania Railroad. The elevators were formerly conducted by the Central Elevator Company.

Capitalized with stock of \$150,000, the Haynes Grain Company was incorporated in the state of Delaware for the purpose of dealing in, buying and selling grain. Herbert E. Latter of Wilmington is interested.

The Reynolds Elevator Company, Inc., of Poughkeepsie, N. Y., has been incorporated, capitalized with stock of \$50,000. The organizers of the concern are: Harris S. Reynolds, May L. Reynolds and Lewis Van Vlack.

The elevator and mill of the Banner Milling Company in Buffalo, N. Y., has been taken over by the State of New York in connection with the recent undertaking of enlarging the Ohio Basin Barge Canal terminal.

Arch Fleming, a Pittsburgh, Pa., grain dealer, has started construction work on his new grain elevator there. The new plant will be seven stories high and will cost \$40,000. A spur of the Baltimore & Ohio Railroad is to be built to the plant.

The Chamber of Commerce of Baltimore has declared the following elevators to be regular: Baltimore & Ohio Elevators "B" and "C," and the Western Maryland Railway Elevator at Port Covington. This rescinds its action of June 11, declaring the No. 1 elevator at Canton, operated prior to June 18 by the Central Elevator Company, to be "irregular."

The Inter-County Elevator Company has been incorporated at Carson City, Mich. The officers are: President, Delbert Mayes; vice-president, Valois Todd; secretary-treasurer, Martin Grace; directors,

James McIntyre, Mark Morse, Richard Kavanagh, Edwin Fitzpatrick, Fred Brayton and Ed. Dailey. The company will be interested in a new grain elevator which will be constructed at Carson City.

Work is to be started on July 15 on the new elevator of the Randolph, Hall & Young Company at Owosso, Mich. The structure will be 50x96 feet, of reinforced concrete construction and will cost about \$45,000. The Burrell Engineering & Construction Company has the contract for the new establishment.

THE DAKOTAS

Repairs are being made on the Great Western Elevator at Troy, S. D.

A farmers' elevator is to be built at Esmond, N. D., in the near future.

A 40,000-bushel elevator is to be built at Glen Ullin, N. D., for the Glen Ullin Roller Mills.

The Farmers' Elevator Company of Grano, N. D., is to build a new \$50,000 grain elevator there.

H. B. Blackey has disposed of his two elevators located at Tilden (no p. o.), and Harlow, N. D.

The I. L. Berge Elevator at Max, N. D., has been repaired and put in order for the fall business.

The elevator at Fort Clark, Oliver County, N. D., has been purchased by Mr. O'Neil of Halliday.

The Knox Grain Company has disposed of its elevator located at Ludden, N. D., to H. E. Hyatt.

The Dewald & Walters Elevator at Doland, S. D., has been purchased by the Farmers' Elevator Company.

The Farmers' Union of New Salem, N. D., has purchased the David Deitz Elevator located at that place.

The farmers' elevator at Wilmot, S. D., has been purchased by the Equity Co-operative Association of Wilmot.

The Farmers' Elevator Company of Sanish, N. D., has decided to increase its capital stock from \$10,000 to \$50,000.

The Northwood Farmers' Elevator at Northwood, N. D., has been taken over by Northwood Equity Elevator Company.

Improvements are being made on the elevator at Enderlin, N. D., owned and operated by Carl Lindemann and his son.

The elevator formerly owned by Steinkopf & Rusch at New Leipzig, N. D., has been taken over by J. L. Moellendorf.

The old Lyon Elevator located at Montpelier, N. D., is being dismantled. The material will be removed to Richardton.

The Farmers' Co-operative Elevator Company of Hastings, N. D., will equip its elevator with a new 25-horsepower engine.

B. Winston, A. Jorgenson and J. C. Williams have incorporated the McCanna Farmers' Elevator Company at McCanna, N. D.

The charter of the Farmers' Elevator Company of Humboldt, S. D., has been amended and the capital stock increased to \$20,000.

The Farmers' Union Elevator Company of Dawson, N. D., will build a 40,000-bushel elevator. The plant will have 16 bins with two elevator legs.

A larger building and office is to be built for the Farmers' Union Elevator Company at Pettibone, N. D. H. R. Danielson is president of the company.

Plans are under consideration by the Farmers' Elevator Company of Sherman, S. D., for the rebuilding of its elevator there or the purchase of one already located there.

The Community Flour & Grain Company has filed articles of incorporation at Park River, N. D. S. Currie, Alex Ford and James Pengilly are interested in the organization.

The Independent Elevator at New Effington, S. D., has been purchased by the Farmers' Elevator Company, which was organized recently there. The property cost about \$7,000.

Capitalized at \$20,000, the Farmers' Co-operative Elevator Company has been organized at Wimbledom, N. D. Henry Fehr, R. C. Zimmerman and J. S. Johnson are interested.

Numerous necessary repairs are to be made during the month of July on the Farmers' Elevator of Velva, N. D. Fred Julian is president and R. Feige is manager of the organization.

The Farmers' Shipping Association of Volga, S. D., has sold out its business to Geo. P. Sexauer & Son of Brookings. The new owners will tear down the present building and erect a new one.

Articles of incorporation were filed for the Farmers' Elevator Company of Conde, S. D., capitalized with stock of \$25,000. Incorporators of the concern are: E. H. Smith, C. Leigh Taylor and Geo. S. Perry.

A farmers' equity elevator company has been organized at McIntosh, S. D., for the purpose of building and conducting an elevator there. C. W.

Buel, R. C. Finn, J. C. Smith, J. H. McCarty and H. A. Wiedenheft are interested.

A farmers' co-operative elevator company has very recently been organized in the vicinity of Como, mail Arlington, S. D. T. L. Tvedt, C. Stensgaard, Louis Olson, Oscar Ahnberg and August Schade are interested. The company will either purchase or build an elevator.

CANADA

The Western Canada Flour Mills Company will put up an elevator at Viking, Alta.

The Lumsden Elevator Company, Ltd., was organized at Lumsden, Sask., capitalized at \$49,000.

The Echo Milling Company of Gladstone, Man., has sold its Langenburg Elevator to the Grain Growers' Grain Company, Ltd.

The United Farmers of Alberta will build elevators at Alliance, Barnwell, Dalroy, Cluny, Parkland, Legal, Hughenden and Taber, Alta.

It has been announced that Strong & Dowler of Calgary contemplates the erection of 10 elevators in Alberta with a capacity of from 30,000 to 60,000 bushels.

Contracts have been let by the Canadian Feed Manufacturing Company of Ft. William, Ont., for a new elevator and mill. The mill is to be of concrete and steel construction with elevator capacity of 80,000 bushels.

J. A. Maharg, president of the Saskatchewan Grain Growers' Association and the Saskatchewan Co-operative Elevator Company was nominated as candidate for the constituency of Moose Jaw for the next Federal elections.

The Alberta Farmers' Co-operative Elevator Company, Ltd., contemplates building elevators this year with a total capacity of 6,000,000 bushels in the following places: Dalroy, Barnwell, Cluny, Parkland, Taber, Erskine, Standard, Nanton, Hughenden, Hal Kirk, Monitor, Compeer, Pashley, Carsland, Penhold, Camrose, Namake, Raymond and Many Berries, Bon Accord and Jarow, Parkley, Magrath, Mechecke, Lampmi, Kelsey, Rosalind, Alliance, Hay Lakes, Wright Siding (15 miles north of Edmonton on Oliver-St. Paul branch), Scottford, Morinville, Legal, Clyde and Athabasca, Spruce Grove, Dorenee and Elnora. In the Peace River district two elevators are being erected by the Alberta Farmers, one at Grande Prairie and the other at Clairmont, both on the Grande Prairie branch of the E. D. and B. C. Railway.

OHIO AND MICHIGAN

George Ferris will build a new elevator at Lakeview, Mich.

The Lincoln Elevator Company of Lincoln, Mich., is rebuilding its plant.

A farmers' co-operative elevator company is to be organized at Laingsburg, Mich.

The old McLaren Elevator at Romulus, Mich., has been purchased by Jas. R. Taylor.

Attempts are being made to organize a co-operative elevator company at Van Buren, Ohio.

Capitalized with stock of \$20,000 the Pierson Elevator Company was organized at Pierson, Mich.

The Ashland Equity Exchange of Ashland, Ohio, will build a new grain elevator of 12,000 bushels' capacity.

A new elevator is to be built at Coleman, Mich., for Hursh & Son, replacing the one burned last February.

A co-operative grain elevator company is to be organized by farmers in the neighborhood of Vanlue, Ohio.

Capitalized with stock of \$40,000, the Farmers' Co-operative Elevator Company of Corunna, Mich., was organized.

The grain elevator at Frankfort, Mich., is being dismantled. The lumber and materials are to be shipped to Toledo, Ohio.

A new 6,000-bushel grain elevator has been completed at Suffield Station for the Williams Bros. Company of Kent, Ohio.

The Harvey Hutt Elevator, located at Smithville, Ohio, was robbed of about \$10,000 worth of securities, notes, etc., by burglars on June 23.

The Canton Feed & Milling Company of Canton, Ohio, has purchased grain elevators located at Hartville, Robertsville, Rootstown, Atwater and Homeworth.

The elevator of the Sneath-Cunningham Company at McCutchenville, Ohio, has been sold by that company to the Seneca Grain Company for the consideration of \$10,000.

Geo. W. Elliott of Dewitt has started the construction of a new elevator at Dimondale, Mich. The new building will be modern and have a capacity for 10,000 bushels.

The elevator and mill and residence of Mrs. Gertrude Boer, widow of the late Wm. Boer, at Hudsonville, Mich., were sold by her to Van Nord & Son of Jamestown. The new owners will conduct

the elevator and mill business in connection with their Jamestown property.

The elevators at Grant (r. f. d. Forest), and Blanchard Station (r. f. d. Dunkirk), Ohio, which were formerly conducted by L. B. Einsel, are now under the control of P. W. Breidenbach.

F. M. Hartman, W. A. Rinehart, M. G. Alge, J. W. Corbin and Geo. Beach have organized the Arlington Elevator & Supply Company of Arlington, Ohio. Capital stock of the company is \$25,000.

The grain elevator at Helena, Ohio, has been taken over by M. J. Wolfe. Heretofore the elevator had been conducted on a co-operative plan, as the Helena Elevator Company. Recently it was leased by P. H. Daub.

Articles of incorporation have been filed for the Oberlin Grain & Milling Company at Oberlin, Ohio, capitalized with stock of \$35,000. The organizers of the corporation were: Geo. W. Morris, Walter H. Walker, Geo. Bailey, Henry C. Wangerien and Arthur M. Loveland.

MINNESOTA AND WISCONSIN

The elevator of Hess & Gillette at Lynd, Minn., has been disposed of by them.

The Cereal Mills Company of Marion, Wis., is building a new elevator at that place.

An elevator is to be built at Doyle, Minn., for the Equity Elevator Company of that place.

Repairs are being made on the Independent Co-operative Elevator located at Litchfield, Minn.

Work has been practically completed on the new addition to the farmers' elevator at Elmore, Minn.

Farmers in the vicinity of Annandale, Minn., are interested in the erection of a farmers' elevator there.

The elevator plant of the Miller Bros. at Hutchinson, Minn., is to be closed down during the dull season.

The Monarch Elevator Company's Republic Elevator at Minneapolis, Minn., has been shut down for repairs.

The elevator of the Farmers' Co-operative Exchange Company at Good Thunder, Minn., has been closed down.

The elevator and property of the Henning Farmers' Elevator Company, located at Henning, Minn., is to be sold.

The Shane Bros. & Wilson Company is rebuilding the elevator at Shakopee, Minn., which they recently purchased.

The Farmers' Co-operative Elevator Company of Triumph, Minn., has let the contract for the erection of a grain elevator there.

G. Callan has purchased an interest in the elevator business at Beaver Creek, Minn., and will take over the management of the plant.

The Shakopee Farmers' Co-operative Elevator Company of Shakopee, Minn., has filed a petition asking for the dissolution of the corporation.

The elevator at Mondovi, Wis., owned by the Cargill Grain Company of Minneapolis, Minn., has been purchased by the Badger Grain Company.

The Farmers' Elevator & Supply Company at Wendell, Minn., closed down its plant from July 1 to July 18, during which time repairs were made.

Klemp & Kresin have purchased J. J. Barthel's feed mill and flour business at Blackcreek, Wis., and will build a new elevator and milling plant there.

Jacob Geib has purchased the business interests of the Great Western Elevator Company at Gaylord, Minn. He will conduct the elevator independently.

A new grain elevator is to be built at Pound, Marinette County, for the Kewaunee Grain Company of Kewaunee, Wis. Capacity of the plant will be 35,000 bushels.

C. E. Kelty has purchased the interest of H. A. Krostue in the Waubun Elevator Company, located at Waubun, Minn. The plant will be repaired and new equipment added.

The old elevator located at Rollingstone, Minn., is to be torn down for the Cargill Elevator Company. The material is to be moved to another point where a new plant will be built.

William G. Kellogg and Clement Petit have arranged to build an elevator with capacity for 500,000 bushels grain at Milwaukee, Wis. The elevator will cost in the neighborhood of \$200,000.

The Truman Farmers' Elevator Company, Truman, Minn., has made arrangements for the erection of a new office building. A new motor is also to be installed in Farmers' Elevator No. 2.

The old farmers' elevator located at Stewartville, Minn., has been torn down and a new one is to be built on the same site. The plant will cost about \$10,000 and will be finished by August 1.

Incorporation papers have been filed by John S. Wynboom, Harry Wynboom and Catherine Romson under the name of the Little Chute Elevator Com-

pany to operate at Little Chute, Wis. The company, which will engage in a general elevator business, is capitalized with stock of \$10,000.

The Arndt Bros. of Sheboygan, Wis., are contemplating the erection of a grain and feed elevator there. The elevator will be 40x50 feet; warehouse, 50x125, and office building, 25x30 feet.

The Equity Co-operative Exchange, located at St. Paul, Minn., has decided to build a new 500,000-bushel elevator on the belt line to be built by the Great Northern. The new elevator will cost about \$300,000.

The Pioneer Elevator at St. Paul, Minn., which was purchased by C. C. Chambers & Co., is to be increased from 60,000 to 100,000 bushels. New track facilities and scales will also be installed at a cost of about \$10,000.

The new mill and elevator of the New Richmond Mill Company at New Richmond, Wis., is under roof and the Allis-Chalmers Manufacturing Company machinery is being installed. It will be a 300,000-bushel elevator and a 1,000-barrel mill. R. H. Folwell had the contract for the buildings.

Reports state that a \$1,000,000 corporation has been formed in St. Paul, Minn., for the purpose of building and conducting large grain elevators on the banks of the Mississippi River there and to construct docks for river traffic. L. M. Abbey, president of the Abbey Grain Company, is interested in the new company.

The Soo Line Terminal Elevator Company of Minneapolis, Minn., has placed its contract with R. H. Folwell of Chicago for 30 additional concrete storage tanks on its elevator. The new addition will have a capacity of 1,200,000 bushels. The tanks will be equipped with the Zeleny Thermometer System for registering temperature of the grain in the bins. Work has commenced and the new storage will be completed by October 1.

MISSOURI, KANSAS AND NEBRASKA

The Dyer Elevator located at La Cygne, Kan., has been closed.

A new elevator is to be built at Edison, Neb., for Bruce & Co.

The Dawson Elevator located at Rising City, Neb., is being remodeled.

A co-operative farmers' elevator company may be organized at Golden City, Mo.

The contract has been let by Geo. Drebert for a new elevator at Pierce, Neb.

Wm. Ode & Co.'s elevator at Potter, Kan., has been purchased by James Robinson.

A \$10,000 elevator is to be built at Bigspring, Neb., by the farmers in that vicinity.

A new elevator is to be built at Higginsville, Mo., for the Mayview Farmers' Association.

The elevator of the Kansas Grain Company at Pawnee Rock, Kan., has been shut down.

The Fair Elevator located at Sterling, Kan., has been leased by the Walnut Creek Milling Company.

The Sikes-McMullin Grain Company of Sikeston, Mo., is building a new grain elevator at Dexter, Mo.

The elevator located at Lecompton, Kan., has been purchased by F. C. Wegener and F. E. Owen.

A. L. Gartin contemplates building an elevator at Gower, Mo., in connection with his coal business.

A new office building is to be built for the Farmers' Grain & Live Stock Company of Norfolk, Neb.

Farmers around Lamar, Mo., have organized an elevator company there, capitalized with stock of \$10,000.

An addition of 2,500 square feet is to be added to the elevator of J. S. Klingerberger & Son at Concordia, Mo.

The O. K. Grain & Mercantile Company has made arrangements to build a 16,000-bushel elevator at Kiowa, Kan.

The Walnut Creek Milling Company has purchased the Aitkin Elevator which is located at Stafford, Kan.

Half interest in the Belleville Mill & Elevator at Belleville, Kan., has been purchased by T. E. Collins from Mr. Hoag.

S. A. Austin has sold his elevators at Hendley, Wilsonville, Shippee and Lebanon, Neb., to J. V. Anderson Grain Company.

Incorporation papers have been issued by the Farmers' Elevator & Milling Company at Doniphan, Mo. Capital stock is \$25,000.

The capital stock of the Sikes-McMullin Grain Company, located at Sikeston, Mo., has been increased from \$50,000 to \$175,000.

A new grain elevator of 10,000 bushels' capacity is to be built at Brown Spur, near Kingman, Kan., for the Kingman Milling Company.

The old Shaffer & Camack Grain Company's elevator at Columbus, Kan., is being torn down and a new one is to be built in its place.

One of the elevators of the Hynes Elevator Com-

pany at Arapahoe, Neb., has been taken over by the Farmers' Equity Exchange of that city.

The elevator, ware rooms and storage tanks of the Cheney Mill & Power Company of Cheney, Kan., have been bought by the Vinita Equity Union Exchange.

Plans are under consideration by the Scott County Milling Company of Sikeston, Mo., for the erection of elevators at Vanduser, Perkins, Idalia and Randles, Mo.

A new elevator is to be built for the Farmers' Elevator Company located at Liberty, Neb. The elevator will have a capacity of 16,000 bushels and will cost about \$7,000.

A concrete tank grain storage is to be built for the Topeka Flour Mills Company of Topeka, Kan. The new addition will give the company a capacity for 250,000 bushels grain.

After being closed for more than two years, the old Anchor grain elevator at Wayne, Neb., which has been purchased by J. J. Malaney & Co., was opened up by the new owners.

Incorporation papers have been filed for the Farmers' Union Co-operative Grain & Mercantile Company to operate at Penasola, Kan. Capital stock of the organization is \$10,000.

The Fields & Slaughter Company of Dakota, Neb., has changed its name to the Slaughter-Burke Grain Company. Mr. Fields of the former company has retired from the elevator business.

Capitalized with stock of \$10,000, the Farmers' Co-operative Elevator & Mercantile Company was organized at Duquoin, Kan. A. D. Brown, John McAllister and Ellen Keith are interested.

The Maney Milling Company of Omaha, Neb., has awarded the contract to Burrell Engineering & Construction Company for new storage tanks. The tanks will be of reinforced concrete with capacity of 500,000 bushels.

A farmers' union co-operative association has been organized at Verdon, Neb., of which Grant Gollshy was elected president; N. C. Peck, vice-president; and W. W. Arnold, secretary-treasurer. Capital stock is \$25,000.

Thomas Sheppard, R. H. Garrett and J. W. Boyd have organized the Farmers' Co-operative Company of Calhoun, Henry County, Mo. Capital stock of the company is \$6,000. The company will operate an elevator, mill and warehouse there.

The contract for the new Great Western Railroad Company's 600,000-bushel addition elevator at Omaha, Neb., mention of which was made in our June issue, was let with R. H. Folwell of Chicago. It will be equipped with a 1,000-bushel Norris Grain Drier and a bleacher.

Articles of incorporation have been filed for the Farmers' Elevator & Supply Company of Clinton, Henry County, Mo., capitalized with stock of \$10,000. J. W. Scherff, F. W. Rice and E. H. Hoppe are interested. The company will operate a mill and grain elevator and conduct a general grain handling business.

An addition is to be built to the plant of the Buchanan Elevator Company at St. Joseph, Mo., which will make the total capacity of the plant 1,050,000 bushels. The addition will include 16 steel reinforced concrete tanks each of 28,000 bushels, with 8,000-bushel interstices. The improvements will cost between \$100,000 and \$125,000.

ganize this work upon a real business basis immediately.

J. B. McClure, president of the Association, presided at the sessions. A. R. Ware, formerly grain inspector of the Kansas City Board of Trade, talked on the Federal inspection. He advised grain dealers to make their own tests and to send advance information on the grades, to their brokers, retaining a sample of the grain, so that a check might be maintained. He suggested that the dealers, as well as elevator and mill men, should by this means, and others, familiarize themselves and the growers with the operations of the law, for the benefit of themselves.

George B. Ross, state grain inspector, told of the work of his department, and said that he was planning installation of testers for the six larger cities, from which places full information on testing and inspection would be given.

Glenn Moffit, manager of the Hutchinson Traffic Bureau, urged general co-operation to secure better terminal facilities for the handling of grain and grain products, since this was the weak point in distribution, more serious even than car shortage.

Among the grain men who talked was C. C. Isely, of Cimarron, who is working with the State Council of Defense, and who prepared the resolutions for co-operation in the 200,000,000-bushel crop.

E. J. Smiley, secretary of the Association, made an address, in which he estimated that Kansas would seed 12,000,000 acres to wheat this fall.

MICHIGAN DEALERS TO MEET

The sixteenth annual convention of the Michigan Hay and Grain Association is announced for Saginaw, July 31. The New Bancroft Hotel will be the headquarters, and an exceptional program covering the vital interests of the trade is in process of formation, but has not been announced as we go to press.

COMMITTEES FOR ILLINOIS ASSOCIATION

The last thing Secretary E. B. Hitchcock of the Illinois Grain Dealers' Association did before going to Europe on a three-months' leave of absence, leaving F. P. Muleady in charge of his office, was to send out the new committees appointed by President McClure, as follows:

Executive—E. M. Wayne, Delavan, chairman; Victor Dewein, Warrensburg; B. P. Hill, Freeport; President McCune and Vice-President Schultz, ex-officio.
Arbitration—H. A. Hillmer, Freeport, chairman; G. H. Hubbard, Mt. Pulaski; J. N. Hairgrove, Virden.
Claims—T. E. Hamman, Milmine, chairman; C. Savage, Virginia; A. P. Schantz, Lexington.
Scales—Geo. W. Walker, Gibson City, chairman; W. F. Bader, Vermont; W. C. McGuire, Maroa.
Legislative—G. P. Harris, Auburn, chairman; Hon. R. R. Meents, Ashkum; Hon. A. L. Stanfield, Edgar.
Resolutions—C. E. Graves, Weston, chairman; J. M. Greene, Wapella; L. A. Tripp, Assumption.
Finance—Harry Allen, Broadlands, chairman; Homer Andrews, Macon; L. P. Kizer, Hammond.
Crops—District 1, J. C. Dewey, Annawan; 2, Geo. W. Cole, Bushnell; 3, O. C. Baker, Ashton; 4, H. T. Truby, Joliet; 5, not appointed; 6, L. H. Blankenberger, Sidney; 7, J. F. Beall, Niantic; 8, H. E. Selby, Golden; 9, L. H. Jones, Centralia; 10, W. F. Bruchhauser, Anna.
Membership—B. L. Christy, Viola, chairman. One committeeman is to be appointed for each of the ten association districts.
The Traffic Committee has not yet been completed, but will be announced in the near future.

OUR GEORGIA LETTER

Editor American Grain Trade:—Along with the balance of the country our farmers and gardeners here who have to buy seeds, are in a hard row for stumps. Prices are almost prohibitory; yet with cotton at 26 cents the farmer does not mind paying high prices for his seeds. The same is true when he gets \$1.75 for his corn rather than the usual 75 cents or 80 cents. Really it is not a matter of price any longer for many seeds, it is the ability to buy them.

We have an acute situation here as regards fall grain, though we have plenty of native wheat. The cold weather last winter did not kill wheat but it killed almost everything else—even to cabbage and onions and turnips. It did not kill largely Fulghum Oats and Abuzzi Rye. [See below.]

Texas oats that looked fairly cheap a month or six weeks ago in the West were bought here in this state by the grocers in large amounts for future delivery. They were for seed purposes. In the contract, though, the seller had an option of delivering white oats which we can only use for feed. All of these buyers have now been notified that white oats will be delivered; and just how they will manage to deliver their contract seed red oats I do not know. There is a tremendous danger in this whole business of selling ahead and buying ahead. My own firm has practically quit it. If the market went in favor of the buyer we had to deliver the goods, and if it went in favor of ourselves we never got the goods. This condition of affairs is getting to be almost a joke.

Another year's test and the cold weather of the past winter have demonstrated more than ever two facts of much importance to Southern farmers. The Southern farmer today who does not plant Fulghum Oats in preference to other oats is a blind man. They are big, rust proof, prolific, beardless

ASSOCIATIONS

CONVENTION CALENDAR

July 24-25-26—National Hay Association, Hotel Sherman, Chicago, Ill.

July 31—Michigan Hay and Grain Association, Bancroft Hotel, Saginaw, Mich.

September 24-25-26—Grain Dealers' National Association, Buffalo, N. Y.

NATIONAL HAY ASSOCIATION AT CHICAGO

When the National Hay Association meets at Chicago on July 24-26, the trade will undoubtedly have the largest and most representative gathering in its history. There are many subjects directly associated with the affairs of the organization which will have a thorough hearing, and in addition there is a mass of material to be threshed over in connection with the war and the marketing of the tremendous hay crop promised for this year. The part that hay dealers are to play in the war schedule of the nation will be discussed. If they are to play more than a passive part, if the relative value of hay in the economy of the country is to have the public recognition it deserves, the best counsel of the entire trade is necessary and every hay dealer owes it to himself to be present.

The program begins at 9:30 a. m. on Tuesday, July 24, at the Hotel Sherman, headquarters of the convention. There will be plenty of hotel accommodation in Chicago, but if you wish to be at the Sherman, reservation should be made at once.

The business sessions will occupy the three mornings of the convention period. During the rest of the time there are so many things to do and see, so much that the local Entertainment Committee has already planned, that the greatest problem will be in finding time for it all. On Tuesday afternoon there will be a boat trip through the Chicago River and outer harbor, viewing Lincoln Park and the North Shore, to Fort Sheridan and the Naval Training Station, and thence to Grant Park, the new Field Museum, Jackson Park, and South Chicago Harbor, returning to the Municipal Pier. Boat will leave Clark Street Bridge promptly at 2:00 p. m., returning at 7:00 p. m.

On Wednesday morning there will be a reception and visit to the Art Institute for the ladies, and in the afternoon an automobile ride through the parks and boulevard system of Chicago, the most extensive in the world. Wednesday evening the annual banquet will be held in the ball room, for delegates and ladies at \$1 per plate, the balance of the expense for the banquet and the entire entertainment that evening being borne by the Chicago Board of Trade. A grand ball will follow the banquet.

An important meeting of hay inspectors has been called for Tuesday morning by the chairman of the Grades Committee, who has sent the following notice to inspectors:

My three years' work as chairman of Grades Committee of our National Hay Association causes me to feel that there is very urgent need of a better understanding between those inspectors who are supposed to be using the National Hay Association rules for determining their grades, and various members of our Association whose goods they are passing on. With this thought in mind, the Grades Committee feel that we should have a meeting at the Hotel Sherman at 9:30 A. M., July 24. No one will be supposed to be present except each official inspector or his representative, members of Grades Committee, and such officials of our Association as desire to avail themselves of the opportunity.

The meeting will be absolutely informal, its sole purpose being to talk over our common troubles, that a better understanding may result, that we may all serve those for whom we are working with a larger measure of ability.

To your Grades Committee your presence seems absolutely necessary. Should it be absolutely impossible for you to be present, will you send some authorized person in your stead, and will you come prepared to offer such suggestions as in your judgment will be beneficial?

Kindly let me know by the next mail, if possible, at least at the earliest date you can, advising that you will be present, and in case this is absolutely impossible, will you name person authorized to act in your interest?

I again urge upon you the fact that this meeting will be informal, and but for the one purpose, viz., the bettering of conditions.

KANSAS DEALERS ENCOURAGE WHEAT PLANTING

The Kansas Grain Dealers' Association, at a special meeting in Hutchinson June 28, went on record as resolved to do its utmost to secure the planting of at least 10,000,000 acres of wheat this fall; and there were estimates that there might be even 12,000,000 acres sown.

The action of the grain dealers was not perfunctory. The dealers mean business. They are going to find out what farmers need seed, and help them to get it. While a few are inclined to let matters take their course, most of the members present were in earnest in their purpose to stimulate by personal effort all means that would increase the planting, stressing the expedient of going shares with farmers in the crop.

The resolutions adopted on this subject urged the formation of a statewide club for the production of 200,000,000 bushels of wheat next year and to accomplish this result recommended:

1st: The thorough organization of each county by townships.

2nd: The formation of seed clubs to co-operate with the farmers in securing the necessary seed.

3rd: Urge the early preparation of the soil for seed bed.

4th: The encouragement of every effort for a larger yield per acre.

5th: That the Federal Government guarantee a minimum price to the farmers sufficient to justify the extra effort.

To further this work we pledge our hearty support and urge the State Council of Defense to or-

and two weeks earlier than Appler Oats and three weeks earlier than Texas Rust Proof Oats. They have withstood in Virginia and Missouri, where the fall was continuously cold and kept down the sap, 18 to 20 degrees below zero, and seem to be just as well adapted to the North as to the South. There is a tremendous demand for Fulghum Oats, and the man who waits until late in the season will not get them.

The next item that has been stressed this year because it was not cold killed, is Abruzzi Rye. The demand for this is simply enormous, and there will not be near enough of this to go around. This rye is nearly three times as prolific as our native rye; stools more, is heavier and is nearly a month earlier.

In our clovers and vetches we are planting in place of French crimson hulled, native crimson in the chaff. French clover will be almost impossible to get. We like the crimson in the hull much better. There is one seed in each little envelope. We plant on top of the ground; do not cover and the dews each morning moisten the seed envelopes and soon germinate it. About 35 pounds in the

hull is planted per acre. It looks very much as if we may go later almost wholly into this method of the planting of crimson clover.

We grow here in the South large amounts of vetches. Hairy Vetch from Russia will scarcely come in. Augusta Vetch which has been grown here at Augusta for some 75 years and which is our only perennial vetch, and which is earlier than other vetches—this vetch will largely supplant this year all other vetches. It is very cheap, giving an acreage cost of only \$2 where bought in quantity. The name of the vetch is Narrow Leaf, or *Vicia Angustifolia*.

Immense amounts of velvet beans have been put into corn throughout the whole South. The crop looks well and it argues well for feed this next winter. Corn will be too high for us to use for cattle. Velvet beans either grazed in the field, or fed in the winter after soaking the pods, or fed as ground up pods and beans—the velvet bean is to be the future protein food for our horses, cows and hogs here in the South.—N. L. WILLET, Augusta, Ga.

FIRES—CASUALTIES

North Wyoming, Ill.—The elevator located here was destroyed by fire not long ago.

Proton Station, Ont.—J. Best's grain elevator here was damaged by fire on June 15.

Spruce Grove, Alta.—The engine house of the Gillespie Elevator Company of Edmonton burned.

Claffin, Kan.—The grain elevator of Louis Oeser, a farmer, was burned together with 600 bushels of grain.

Stratton, Neb.—The Farmers' Elevator here was burned recently together with about 2,000 bushels of grain.

Waterbury, Neb.—Slight damage was done to the Atlas Elevator here when it was struck by lightning.

Kansas City, Mo.—Damages of \$1,200 were done to the Ernst Hay & Grain Company's storage building by fire.

Carmangay, Alta.—On June 30, fire destroyed an elevator at this point. About 10,000 bushels wheat were also burned.

Thamesville, Ont.—The elevators of J. B. Stringer and T. M. Leybis, located at this point, burned on June 13, with loss of \$20,000.

Java, S. D.—The Equity Elevator here was damaged by fire incurring losses of \$50,000. The warehouse for feed and twine was also burned.

Milbank, S. D.—A small fire started in the cupola of the Farmers' Elevator here but was extinguished before any serious damage had been done.

Montpelier, Ohio.—The Superior Hay & Grain Company lost their hay barns by fire not long ago. The loss amounted to \$5,000; insurance, \$3,000.

Merrifield, N. D.—The North Elevator here was destroyed by fire of unknown origin. John Wolfe is manager of the company which operates the plant.

Middle River, Minn.—On June 19 fire destroyed the elevator of the Red Lake Falls Milling Company together with several hundred bushels of grain.

Barons, Alta.—Together with 8,000 bushels wheat, fire damaged the National Elevator and its annex. Loss amounted to \$10,000 in addition to loss on grain.

Wiggins, Colo.—The Denver Elevator Company's elevator here burned with \$14,000 losses. No insurance was carried on the plant. The elevator is to be rebuilt.

Templeton, Ind.—The elevator of the William B. Foresman Grain Company of LaFayette was destroyed by fire with \$10,000 losses. The loss was partly covered by insurance.

Glazier, Texas.—An elevator, mill and several other buildings were destroyed by fire of unknown origin, which started in the mill of the Johnson Mill & Elevator Company on June 12.

Pocahontas, Iowa.—Attempts were made by incendiaries to put fire to the Richards Elevator here. However, the fire was discovered and extinguished before any damage had been done to the plant.

Hartley, Iowa.—The elevator, warehouse and corn cribs of Charles Betts were totally destroyed by fire on June 18 with loss of between \$11,000 and \$12,000. Insurance of \$9,000 was carried on the property.

Hawesville, Ky.—With losses of between \$12,000 and \$15,000, the elevator located here owned by C.

Malcolm Bullitt of Louisville burned. The elevator contained a large quantity of wheat and grain when burned.

McCool, Ind.—Roper & Brown's grain elevator here was burned on June 26. Twelve tons of ground feed and machinery, valued at \$5,000, were destroyed. Insurance carried on the plant amounted to about \$1,500.

Mt. Auburn, Ill.—Together with 1,000 bushels oats and 1,800 bushels corn, the Hight & Cline Elevator burned on June 16. It is thought that the fire started from a hot box. The loss is practically covered by insurance.

Kirkpatrick, Ind.—Fire which started from an explosion of several cars of oil on the Clover Leaf Railroad practically wiped out this town. The farmers' elevator there was totally destroyed along with all the other buildings.

Sherman, S. D.—The large grain elevator owned by the Farmers' Elevator Company was burned on June 23 with losses of about \$10,000. The elevator was struck by lightning. Insurance of \$5,000 was carried on the plant and \$4,000 on grain.

Wimbledon, N. D.—The elevator of the Royal Elevator Company situated at this point was totally destroyed by fire of unknown origin. The elevator had a capacity of 55,000 bushels. The loss will amount to about \$15,000. A new elevator is to be built immediately.

Warren, Ohio.—The Greenwood & Co. grain elevator burned on June 21. The loss incurred amounted to \$18,000, partially covered by the \$8,000 insurance. Several cars of grain were also consumed. It is believed that the fire was of incendiary origin.

Birmingham, Ala.—Fire, the origin of which is unknown, damaged the plant of the Western Grain Company on June 18. The flames had gained considerable headway before being discovered but, nevertheless, were confined to the storeroom. Repairs will be made immediately.

Letcher, S. D.—The old Hunting Elevator now operated by the South Dakota Grain Company was burned to the ground on June 17. About 6,000 bushels of oats and 2,000 bushels of wheat were in the plant at the time the fire started. The loss, as estimated by E. D. Pearce, manager, amounted to \$10,000. A carload of grain loaded nearby was also consumed. The fire was of unknown origin.

Evan, Minn.—On June 22, two elevators located in this city were destroyed by fire. The elevator owned by the Eagle Roller Mill Company of New Ulm was struck by lightning and the fire which resulted spread to the plant of M. W. Mowry & Son of Sanborn, destroying that one also. A considerable amount of grain, corn and coal was destroyed in the Eagle Elevator. The elevator of M. W. Mowry & Son had been closed for some time.

Indianapolis, Ind.—A quart jar of gasoline in which was rigged up an electrical apparatus was found beneath the flooring in the Indianapolis Grain Elevator by a foreman in the plant. The apparatus had been placed there by incendiaries evidently, to be connected with the electric power wires when the power was turned on. If the plot had been carried out the entire plant, which is valued at \$145,000, might have been destroyed. The plant has a capacity for 500,000 bushels of grain.

GRAIN TRADE PATENTS

Bearing Date of June 12, 1917

Grain Car Door.—Joe Maly, Dwight, Neb. Filed April 26, 1915. No. 1,229,996.

Grain Door.—William T. Linn, Arkansas City, Kan. Filed July 31, 1914. No. 1,229,985.

Grain Sampler.—Thomas Lister James, Higher Tranmere and William Henry Beeson, Rock Ferry, England. Filed November 6, 1915. No. 1,229,273. See cut.

Claim: The improved apparatus for ascertaining the temperature of and for taking samples from granular or the like material stowed in bulk, consisting of a tubular drill open at one end and closed at the other and having near the closed end a through port, said

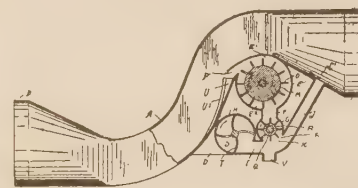


drill being provided with a helical propeller; means for rotating the drill; a bucket adapted to be introduced into the tubular drill until the open top of the bucket reaches a point beyond the port; and means which normally close the port and adapted to be moved clear of the port by contact with the bucket; substantially as described.

Bearing Date of June 19, 1917

Device for Reclaiming Grain.—Charles D. Morrison, Indianapolis, Ind., assignor to the Indiana Manufacturing Company, Indianapolis, Ind., a corporation of West Virginia. Filed October 23, 1915. No. 1,230,757. See cut.

Claim: A pneumatic chute for straw stacking machines, having its intermediate portion enlarged and



of dimensions lessened vertically and increased transversely, there being openings in the lower side of the said intermediate portion to permit of the escape of the grain.

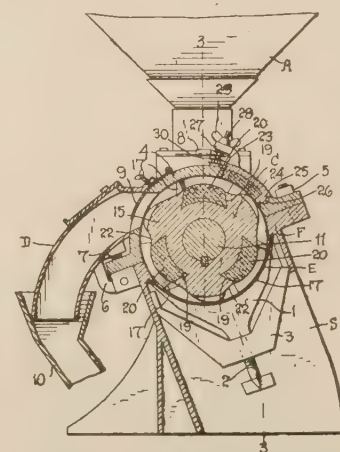
Bearing Date of June 26, 1917

Corn Hanger.—James H. Brown, Chicago, Ill., assignor to John Amann, Chicago, Ill. Filed May 20, 1916. No. 1,231,544.

Dust Collector.—David R. Jones, Red Wing, Minn. Filed April 14, 1917. No. 1,231,371.

Grain Hulling Machine.—Albert B. Couch, Perry, Texas, assignor to Beryl Couch, Perry, Texas. Filed August 26, 1916. No. 1,231,534. See cut.

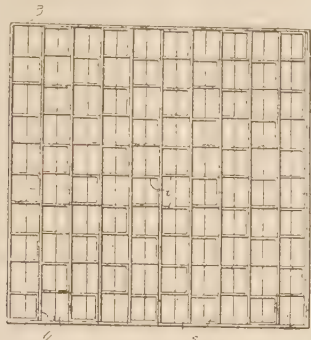
Claim: A device of the character described comprising a casing provided with an inlet opening and an outlet opening, said openings being positioned adjacent the opposite ends of the casing, a rotatable



member positioned within the casing and provided with longitudinally disposed and circumferentially spaced abrading surfaces and with spirally disposed spines intermediate said abrading surfaces.

Grain Tester.—Alonzo J. Bridges, Bedford, Iowa. Filed January 8, 1917. No. 1,230,855. See cut.

Claim: A seed tester including a tray, a plurality of separate main partitions to be fitted in the tray, and substantially U-shaped division partitions car-



ried by each of the main partitions to sub-divide the spaces between the main partitions and thus form a plurality of separate compartments.

Automatic Scale.—John H. A. Bousfield, St. Johnsbury, Vt., assignor to E. and T. Fairbanks & Co., St. Johnsbury, Vt. No. 1,230,851.

Wheat Washing, Rinsing and Drying Machine.—Charles Dawson, Tacoma, Wash. Filed February 25, 1916. No. 1,231,002.

MONTANA WHEAT OF GOOD QUALITY

Montana wheat has suffered somewhat unjustly, say specialists in the U. S. Department of Agriculture, from the fact that it is still regarded by many millers and buyers as a "newcomer." Its reputation has not been so firmly established as yet that the trade is very sure of it, and in consequence the demand is weak enough to keep the price low in comparison with wheat of the same grade from other localities.

This condition has been enhanced, says a new publication of the Department of Agriculture, (Bulletin 522), by the fact that many varieties of wheat are grown in Montana, that the wide range in climatic conditions affects the crop, and that the marketing and selling of wheat in Montana have not as yet been developed to the same stage of efficiency that prevails in many other sections. Confusion exists in the classification and grading of wheat and the methods of handling are frequently unnecessarily expensive.

These conditions, it is believed, will be gradually removed as the industry in the state grows in importance. This growth has already been most marked. The production in 1912, for example, was three times as great as that in 1909.

That there is nothing in the quality of Montana wheat to interfere with this probable increase in the wheat industry is indicated by the results of an exhaustive study, which are published in the bulletin already mentioned. The investigators found that five distinct classes of wheat are produced in the state. These may be designated as hard spring, hard winter, Western red, Western white, and durum. The two classes of hard wheat have about the same milling quality, except that the spring wheat is decidedly superior in what is known as baking strength. This may be defined as the ability of flour under proper treatment to produce a large, light loaf of bread of even texture. Both of the hard wheats are best suited for the production of bread flour.

The Western red and Western white wheats grown in Montana are low in baking strength and in water absorption. In general, they have the characteristics of other soft wheat flours and are best adapted for the production of crackers and pastry products. Bread produced from these wheats is apt to be close-textured and heavy. The durum wheat is not popular for bread making purposes because of its creamy color, but is especially adapted for the production of macaroni and similar products.

In comparison with other sections it was found that Montana hard winter wheat, which is plump and sound and of high weight per bushel, gives about the same flour yield as similar wheat grown elsewhere, and that the color of the flour is equal if not better than the average. The baking strength of the Montana samples was not exceptionally high, but in every case it fell within the range of quality in this respect found in hard winter wheat elsewhere. Flour from Montana wheat, on the other hand, averages considerably higher in water absorption, a characteristic desired by bakers. A comparison of Montana spring wheat with the spring wheat from other sections gives similar results.

The durum wheat grown in Montana does not differ widely in essential characteristics from the durum wheat grown in other sections. This is also true of the Western red and Western white wheats.

OBITUARY

BAUGH.—John Baugh met with his death when a large pile of hay collapsed burying him beneath it and fracturing his skull. Mr. Baugh was employed as hay handler at the warehouse of the Early & Daniel Company of Cincinnati, Ohio.

BOLFING.—Joseph Bolfing, who conducted a grain elevator and feed mill at Cold Springs, Minn., committed suicide by hanging himself from a shaft in the Maurin Elevator. He leaves a widow and three children.

BURNETT.—Samuel Rowe Burnett, Sr., died on June 18 at Severn, Md., aged 73 years. He formerly was the hay inspector at the Baltimore Chamber of Commerce.

CONN.—H. S. Conn, a grain dealer of Ottawa, Canada, passed away recently.

ELLIS.—F. H. Ellis, vice-president of the Imperial Elevator Company at Minneapolis, Minn., was killed when he fell out from a hotel window at Moorhead, Minn.

EVANS.—William J. Evans, a well known grain dealer located at Bolivar, Pa., died recently after an illness of several months. Mr. Evans had been in the grain and commission business since 1850. He is survived by his widow, two daughters and one son.

JOHNSON.—Heart and liver trouble caused the decease of Jacob Johnson, manager and grain buyer of the N. J. Olsen Elevator, located Litchville, N. D., at a Fargo, N. D., hospital. His widow and seven children survive him.

MERTAGE.—Thos. H. Mertage, who for many years had been in the employ of Logan & Bryan, grain commission firm, of Chicago, died on June 30.

RAND.—E. P. Rand died on June 19 at Atlanta, Ga. He was a representative of Edgar, Morgan & Co., of Memphis, Tenn. He died after undergoing an operation for appendicitis.

RICKARD.—Thomas C. Rickard died suddenly at his home in Kempton, Ill., on June 28. Mr. Rickard was a prominent grain dealer of that place. He is survived by one brother.

SPELLMAN.—On June 21, John B. Spellman, a pioneer Kansas City hay dealer, died at Grandview, Mo. He was born in Granville, Ohio, in 1834, moving to Kansas City in 1875. He was the first president of the Kansas City Hay Dealers' Association and was active in the hay business until a few years ago.

UNGER.—Dave Unger, who with A. E. Betts formerly conducted elevators located at Russiaville and Forest, Ind., and who later on organized David Unger & Son and conducted the Russiaville plant, died on June 19 at his home in Frankfort, Ind. He was a member of the Indiana Grain Dealers Association.

VOSS.—At the age of 49 years, Walter Voss, secretary-treasurer of the Lake Grain Elevating Association, died at his home in Buffalo, N. Y., from pneumonia. Mr. Voss began his career as office boy in the grain office of Daniel Newhall and gradually worked himself up to the position of chief clerk. After 15 years with Mr. Newhall he went into the office of the Export Elevator where he remained for several years. About four years ago he went into the Lunham & Moore, grain forwarders, offices and a few months ago was appointed to the position he held when he was taken ill. He is survived by his widow.

WEBB.—Walter Webb, who for many years was engaged in the hay and grain business at Memphis, Tenn., was killed when struck by an automobile. Mr. Webb was formerly a member of the firm Webb & Maury and since that firm was dissolved, has been engaged in operating a warehouse.

IN THE COURTS

The Federal Court at Chicago, Ill., decided against John B. Turner of Memphis, Tenn., who sued the Chicago Board of Trade two years ago to prevent his being disciplined under the rules.

An involuntary petition of bankruptcy has been filed by C. E. Wood and Norman Farrell, Jr., and Anderson-Hunter Company against the Cumberland Seed Company of Nashville, Tenn.

The Oklahoma City Mill & Elevator Company at Fort Worth, Okla., has filed suits against various roads for \$25,118 damages due to loss sustained on grain during Galveston flood of August, 1915.

The Circuit Court at Detroit, Mich., granted the grain dealers of Detroit, Mich., a temporary injunction restraining the Michigan Central Railroad from dismantling its elevator at the foot of Twelfth Street. Grain dealers are making an attempt to prevent the railroad from dismantling its elevator in Detroit.

Suit for damages of \$110.64 was brought by the Wilmington Grain & Milling Company of Wilmington, Ohio, against the Dewey Bros. Company of Blanchester and Leesburg. The loss is alleged to have been sustained by the plaintiff in making a shipment of a car load of wheat from Wilmington to Leesburg, the car having been rejected by the defendants.

Blair Elevator Company, located at Atchison, Kan., has asked that a receiver be appointed for the Walker Grain Company, Julian A. Ivy Grain Company, Union Grain Company, J. L. Walker and wife and Mrs. M. M. Walker. The petitioner claims that J. L. Walker defaulted on contract for purchase of a lot of grain and that the amount of claim, \$6,540.60, represents loss incurred by the Blair Company because of refusal of Walker to accept grain.

The suit of the state of Minnesota against John Ness, former manager of the Imperial Elevator at Moorhead, Minn., was dismissed with a verdict of "not guilty" for the plaintiff. The state charged that Ness, as manager of the elevator, purchased grain from farmers in the fall of 1915 and that he charged the elevator company with more grain than he bought. He was further charged with burning the elevator when he was asked to ship the grain to Minneapolis.

Suit brought by the Comstock Farmers' Elevator Company of Comstock, Minn., against the Great Northern Road was decided by the Minnesota Supreme Court in favor of the railroad. The suit was filed by the elevator company in its attempt to have refunded to them the difference between intrastate and interstate rates on shipments from Comstock to Minneapolis. The courts held that the road, in absence of specific routing instructions, had the right to transport the shipment over the easiest route. This reverses the lower court's decision.

MISSOURI'S NEW FEED LAW

On June 18, 1917, the new "Commercial Feed-stuffs" law of the state of Missouri went into effect, regulating and controlling the branding and sale of commercial feedingstuffs in the state made of grains and seeds. The law embraces commercial feeds used for live stock and poultry with the exception of whole seeds of grains, the unmixed meals made directly from the entire grains of corn, wheat, rye, barley, oats, buckwheat, flaxseed, kaffir and milo, whole hays, straws, cottonseed hulls and corn stover when unmixed with all other materials containing 60 per cent or more water. Every lot or parcel offered or exposed for sale or distributed within the state must be labeled, in a conspicuous place, with a statement clearly certifying the following:

(a) The net weight of the contents of the package, lot or parcel. (b) The name, brand or trademark. (c) The name and principal address of the manufacturer or person responsible for placing the commodity on the market. (d) The "minimum" per cent crude protein. (e) The "minimum" per cent of crude fat. (f) The "minimum" per cent of crude fiber. (g) The specific (common) name of each ingredient used in its manufacture.

The registration of a product is permanent. Filing of sample with application not required, except on special request; no tonnage tax and no registration fee is collected. Application for the registration must be made on special form of blank furnished by Jewell Mayes, secretary, Missouri State Board of Agriculture, Columbia, Mo.

FIELD SEEDS

A seed and bulb business has been established at New York by Wm. M. Hunt & Co.

The Quay County Seed Association has been incorporated at Santa Fe, N. Mex.

The Hydro Seed & Grain Company of Hydro, Okla., is building a new elevator there.

The Faulk Bros. have installed new seed store fixtures at East Liverpool, Ohio.

Modern store fixtures have been installed by E. A. Martin Seed Company of Jacksonville, Fla.

Grant McMorran is succeeded at St. Paris, Ohio, by the Duncan Seed, Hay & Grain Company.

New store fixtures have been purchased by the Letton-De Foor Seed Company of Atlanta, Ga.

A new seed cleaning house has been built at Atchison, Kan., for the Mangelsdorf Bros. Seed Company.

The Mann-Hodges Seed Company of Palatka, Fla., has equipped its establishment with up-to-date fixtures.

Linnaeus Allen has stationed his headquarters at Cutchogue, L. I., N. Y. He was formerly at Floral Park, N. Y.

The seed firm, Ritchie Bros. & Co., of Vancouver, B. C., will handle poultry supplies in addition to its other business.

The Idaho Seed Company's business at Twin Falls, Idaho, has been taken over by the Twin Falls Mill & Elevator Company.

C. A. Maulding & Co., of Dahlgren, Ill., are preparing to build an addition to and to make improvements on their seed warehouse.

A branch office has been located in St. Louis, Mo., by the American Seed Company, whose headquarters are located in Fort Worth, Texas.

Bader & Co., of Vermont, Ill., have been incorporated to deal in seeds. The capital stock of the organization is \$25,000. W. F. Long, G. Bader, et al., are interested.

Incorporation papers have been filed for the MacMore Farm Seeds Company of Chicago, Ill., capitalized with stock of \$5,000. Dorothy R. Summers is interested.

The Sweet Water Seed & Grain Company has been formed at Sweet Water, Texas, capitalized with stock of \$25,000. The incorporators are: Lee Judd, J. P. Bishop and Max Newman.

William Jacot, Marshall H. Duryea, Ernest Wehncke, O. W. F. Randolph and Chas. Wimmer have been appointed on the Committee on Seeds of the New York Produce Exchange.

A new clover seed warehouse is to be built at Tiffin, Ohio, by the Reliance Construction Company of Indianapolis, for Walter G. Trumpler. New seed cleaners with electric drive will be installed.

Efforts are being made to organize a company to be known as the Kendallville Shippers Association at Kendallville, Ind. The company will handle seeds, livestock, fertilizer, coal, etc.

J. S. McCann is president; W. H. Smith, vice-president, and R. H. Smith, secretary and treasurer of the Cache Valley Seed Company of Smithfield, Utah. Capital stock of the organization is \$25,000.

After August 1, Jacot & Mullen, Inc., of New York, will operate as H. W. Doughten, Inc. Mr. Doughten has been president of the old firm for three years and will continue in that capacity.

The C. S. Brent Seed Company of Lexington, Ky., has been engaged in the seed, grain, etc., business for the past 45 years. The company was forced to build the addition, mentioned in the June issue, to its present plant because of the great growth of its business.

The Dixie Seed Farms of Cordele, Ga., have made plans to install feed grinding machinery in their plant. The company will also build an addition for storing, cleaning and preparing grains, peas, beans, peanuts for seed purposes at a cost of about \$5,000. The new addition will be of brick and corrugated iron construction.

PRESENT SEED MARKET

Southworth & Co., of Toledo, Ohio, report seed trade to be quiet. Little doing. Timothy showing more firmness than clover. Timothy feels effect of short crop prophecies based on extensive spring plowing and liberal cutting for hay, owing to latter's high price. Clover is mainly a weather proposition. We have received practically no complaints on growing conditions. Requires careful treatment by the weather at all times. Short sellers in mid-

summer run the fall damage hazard. Good fall demand expected, with little help from abroad in the way of imports of foreign seed.

TAKE CARE OF NEXT YEAR'S SEED

While it appears that there will be plenty of good seed winter wheat, seed winter rye, and seed of other fall-sown crops if the available supply is properly distributed, everyone who is contemplating sowing an acreage of any of these crops this fall should provide for his seed supply as soon as possible, says the U. S. Dept. of Agriculture in a recent circular letter.

It will be necessary to ship seed wheat into those sections where the wheat winter-killed badly. In other sections which produced a good crop, the best of that crop should be conserved either on the farms or in country elevators to meet the local and distant demands for seed purposes. If this precaution is taken there will be no need of sowing wheat, procured at the last minute, which, though of commercial value for milling, feeding, or other industrial purposes, is unfit for use as seed.

In order that they may render effective service in aiding the distribution of seeds, the Bureau of Markets, United States Department of Agriculture, and the various state and local organizations will appreciate receiving the names of persons who wish to buy or sell seeds.

HOLDERS of stocks of wheat, maize, rice and flour in Italy have been ordered by the Italian Government to report amount of same at headquarters.

REPORTS state that the German Federal Council has decreed that during the coming harvest year, barley, oats, peas, beans, buckwheat and millet will be requisitioned for control and distribution by the Imperial Grain Bureau, as well as wheat.

Grain and Seeds

WANTED

We are in the market for clover seed, screenings, tailings, and badly bucked clover seed. Send samples to THE KING SEED CO., North Vernon, Ind.

FOR SALE

Perennial Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades re-cleaned and tested. C. i. f., U. S. Ports. Samples and offers on request. McCLINTON & CO., Belfast, Ireland.

SEEDS Grain, Clover and Grass Seeds CHAS. E. PRUNTY 7, 9 and 11 South Main St. SAINT LOUIS

The ALBERT DICKINSON COMPANY

GRASS SEEDS FIELD

To Meet Demands Of

Chicago PURE SEED LAWS Minneapolis

YOU CAN'T READ ALL

the market news. Get a summary of it once a week in our Weekly Review. Highlights of the week—facts, figures and factors—grouped for easy, quick reading and reference. Postal request starts it your way.

SOUTHWORTH & CO.

Grains Seeds Provisions
TOLEDO, OHIO

THE ILLINOIS SEED CO. CHICAGO, ILL.

We Buy and Sell

FIELD SEEDS

Ask for Prices. Send Samples for Bids.

L. TEWELES SEED CO. MILWAUKEE, WIS.

Red, White and Alsike Clover

Timothy and Alfalfa Seed

Seed Corn Field Peas

LARGE DEALERS IN SOUTHERN FALL GRAINS, CLOVERS, VETCHES, GRASSES, AND OTHER SEEDS

Get Willet's Weekly Current Price List.
Get Willet's Fall 1917 Seed Catalogue—out late in August.

N. L. WILLET SEED CO.

AUGUSTA, GA.

Cochrane Quality Field Seeds Are the BEST THAT GROW

Twenty buying stations in the producing sections of Wisconsin and Minnesota enable us to buy the "cream of the crop." Write for quotations and samples.

T. H. COCHRANE CO., PORTAGE, WISCONSIN

We want to buy Clover, Alsike, Timothy, Alfalfa
White Clover.

WE BUY AND SELL

Seeds

Write Us Your Needs

SCHISLER-CORNELI SEED CO.

St. Louis, Mo.

SEEDS

We Buy

We are always in the market for Alfalfa, Timothy, Red Clover, White Clover, Sweet Clover and Alsike. Send us your samples; we shall be glad to make you bids.

We Sell

We sell all varieties of Grass and Field Seeds, Poultry and Stock Feeds, Popping Corn.

Advertising and Selling Service

We do more than merely sell you the seed. We help you sell to the farmer. Our advertising includes booklets which have been endorsed by agricultural authorities, store signs and hangers, mailing folders, etc. It's all high-grade stuff, calculated to make a dignified and lasting impression on your farmer customers.

NOD-O-GEN

REG. U. S. PAT. OFF.

A more recent phase of "Dickinson Service" to dealers and farmers is the FREE distribution of NOD-O-GEN, legume inoculating bacteria, with ACE, PINE TREE and GLOBE brands of alfalfa seed, and with PINE TREE brand cowpea and soy bean seed.

Get our literature. Learn more about NOD-O-GEN.

Do you receive our weekly market cards? Ask for them.

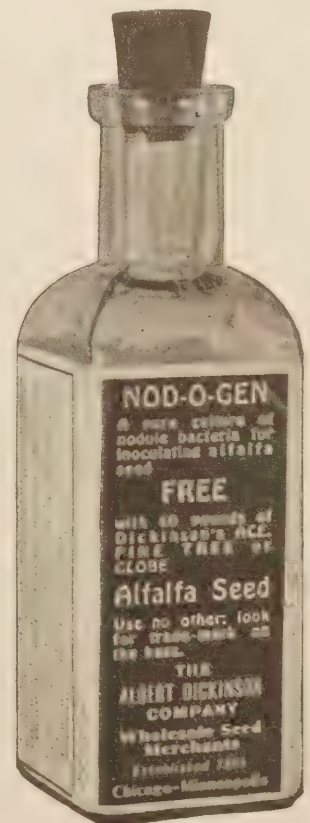
THE ALBERT DICKINSON CO.

SEED MERCHANTS

CHICAGO

ESTABLISHED 1855

MINNEAPOLIS



HAY, STRAW AND FEED

J. N. Dennis will handle feed, grain, fertilizer, etc., at Ashland, Ore.

Capitalized at \$4,000, the Cornell Feed Company was formed at Ithaca, N. Y.

A new building for handling feed is to be built at Escalon, Cal., by O. A. Fisk.

A new feed and flour warehouse will be built at Oxford, Kan., for B. F. Kelsey.

A. H. Bales now represents the Lawton Hay & Grain Company at Cordell, Okla.

W. E. Rogers of Seneca, Mo., will enter the feed and flour business at Quapaw, Okla.

O. B. and R. R. Newcomb will reenter the feed and flour business at Santa Ana, Cal.

Barfield & Brown will engage more extensively in the stock feed business at Macon, Ga.

A hay warehouse is to be built for the Carlisle Commission Company of Kansas City, Mo.

The feed and flour business of W. W. Ferris has been sold to J. F. Bloomer of Osborne, Kan.

A warehouse is being built for H. O. Wheeler in the rear of his feed store located at Viola, Wis.

Ellis Lonsdale has sold his feed and flour business located at Exeter, Neb., to H. N. Kennedy.

D. Ramsey has removed his feed, grain and coal business into larger headquarters at Concordia, Kan.

The feed and seed business of H. D. Odell at Thedford, Neb., has been purchased by E. Coffman.

M. S. Ruland's feed and flour business located at Harpursville, N. Y., has been taken over by T. B. Lippincott.

The Melrose Hay & Grain Corporation has been incorporated at The Bronx, New York City, capitalized at \$5,000.

A warehouse for handling feedstuffs and flour is to be built at Norwich, Kan., by the Kansas Flour Mill Company.

John Blackfan has incorporated the Newtown Feed & Grain Company of Newtown, Pa., capitalized at \$10,000.

The Southern Hay Growers' Association is contemplating moving its offices from Montgomery to Birmingham, Ala.

A feed and flour warehouse is to be built at Sheboygan, Wis., by the Arndt Bros. in connection with their elevator there.

Fred Schneider's feed business located at West-point, Neb., has been taken over by the Farmers Co-operative Company.

The feed and flour business of Smallman & Spencer at Malone, N. Y., has been purchased by Geo. D. Northridge & Son.

H. P. Payne and Jas. L. Nelson have formed a partnership at Spring Hill, Kan., and will engage in the feed and grain business.

M. Mortensen & Co., have organized at Perth Amboy, N. J., to deal in feed, hay and grain. Capital stock of the organization is \$25,000.

John Wade & Sons of Memphis, Tenn., will build a new hay and grain warehouse of brick and steel construction, at a cost of about \$50,000.

The annual meeting of the Ohio Alfalfa Association at White Oak, Ohio, was held on June 30. M. C. Thomas is the Association's secretary and treasurer.

The Mullally Hay & Grain Company has been incorporated at St. Louis, Mo., by Martin Mullally, John Mullally and Wm. O'Toole. Capital stock of the company is \$5,000.

The Jennings Madden Feed Company has been incorporated at Kansas City, Mo., to manufacture and deal in stock feeds. Capital stock of the organization is \$5,000.

John W. Dailey has been elected vice-president of the St. Joseph Hay Exchange to succeed Vincent Gilpin. Mr. Dailey is connected with the J. L. Frederick Grain Company.

The Pioneer Hay Company has been organized at Houston, Texas, capitalized with stock of \$10,000. The incorporators of the concern are: W. L. Edmundson and Walter H. Walne of Houston, and J. W. Edmundson, Jr., of Pearland.

Jos. V. Ferguson & Co., of New Orleans, La., received the first car of new crop timothy hay to reach the New Orleans market on July 12. This hay was shipped from Central Missouri over the Illinois Central Railroad, was in fine condition when received, and easily graded No. 1.

Toberman, Mackey & Co., the well-known hay and grain firm of St. Louis, Mo., has sent letters out

over the country very extensively to ascertain the condition of the new hay as to quantity, quality and kind of hay and the shippers' idea of the movement. When the replies are all in the data will be compiled in comprehensive form and mailed generally to the trade. It may be looked for very shortly and will have the trademark of the Toberman, Mackey accuracy and efficiency.

HAY REPORT OF NATIONAL HAY ASSOCIATION

In accordance with his usual custom, Secretary J. Vining Taylor of the National Hay Association has published an annual report, in Bulletin No. 18, of the general hay conditions throughout the country. The following is compiled by him from reports made by members of the Association and others:

- QUESTIONS**
1. What per cent of old hay is on the farm? (a) In shippers' hands? (b) What per cent of this is Nos. 1 and 2 timothy?
 2. How does this year's acreage compare with the average acreage?
 3. What per cent of the acreage is timothy? (a) Mixed? (b) Clover? (c) Alfalfa? (d) Prairie? (e) Johnson? (f) Lespedeza? (g) Bermuda? (h) Johnson and alfalfa mixed?
 4. When will harvesting begin in your section?
 5. What is the condition of the meadows in your section?
 6. What per cent of your hay lands were plowed up and planted in grain?
 7. If weather conditions are favorable for harvesting, how will the tonnage of this year compare with the average tonnage?
 8. Are you having difficulty in getting cars?
 9. How is the outlook for the wheat crop in your section?
 10. How is the outlook for the oats crop in your section?
 11. Have weather conditions kept the farmers from planting any part of their corn ground? If so, what per cent?
 12. What is your opinion of the price for starting new hay compared with the price of old hay today?
 13. What kind or kinds of hay does your market require mostly?

Question	REPORT AS COMPILED FROM ANSWERS TO THE ABOVE QUESTIONS																						
	1	a	b	2	3	a	b	c	d	e	f	g	h	4	5	6	7	8	9	10	11	12	
Colorado						98	1	1	87	11				June	10	good	3	96	yes	good	good		lower
Illinois	4	2	38	74	60	20	10	4	6					July	5	fair	22	70	yes	good	good	13	lower
Indiana	6	1	33	69	41	29	24	1	5					June	25	fair	22	80	yes	fair	good	2	lower
Kansas				92	10			38	52					May	25	fair	3	75	yes	fair	fine		same
Michigan	10	2	34	79	42	38	18	2						June	25	fair	18	82	yes	fair	good	9	lower
Minnesota	8	10	20	80	30	3	2		65					July	15	fair	10	95	yes	good	good		lower
Mississippi				55				36		39				May	10	fair	48	50	no	poor	poor		lower
Missouri	3		39	90	18	5	3	30	44					June	1	fair	2	90	yes	good	fine	2	lower
Nebraska	1			96		1	1	13	86					June	25	good	3	99	no	fair	fair	4	lower
New York	14	4	22	80	45	28	15	12						June	28	good	14	89	no	good	good	17	lower
Ohio	9	5	52	77	58	20	18	4						June	25	good	17	80	yes	good	good	3	lower
Oklahoma				78				42	58					May	20	fair	9	85	yes	fair	fair		same
Pennsylvania	26	3	18	64	56	34	10							July	5	fair	14	88	yes	fair	fair	14	same
Texas	1			77				4	41	52		3		June	1	poor	6	65	no	good	fair		lower
Wisconsin	6	1	30	90	37	37	25	1						June	28	good	8	90	yes	fair	fair	7	lower

Arkansas reports more than an average crop; Canada, an average crop, wheat looking good but oats poor; New Mexico, an average crop with prices for alfalfa higher than last year and expecting same to go higher yet; Iowa, much less acreage of hay and lighter crop; South Dakota, an average crop of hay and both wheat and oats in good shape.

In reply to No. 13 we have the following: Chicago requires timothy and prairie; Cincinnati, No. 1 timothy, clover and mixed; Cleveland, No. 1 timothy; Pittsburgh, timothy, clover and mixed; Detroit, No. 1 timothy; Milwaukee, timothy and light mixed; Boston, No. 1 timothy; Mobile, alfalfa, timothy and Johnson; Birmingham, alfalfa and Johnson; Duluth, timothy, mixed and prairie; Minneapolis, upland prairie and timothy; Kansas City, alfalfa, prairie and timothy; Baltimore, timothy and mixed; Philadelphia, timothy and mixed; Lynchburg, Va., light and No. 1 mixed; Suffolk, Va., No. 1 timothy and mixed; Charleston, W. Va., timothy and light mixed; Wilmington, N. C., No. 1 timothy; Denver, eastern prairie; Providence, No. 1 timothy and mixed; Jacksonville, Nos. 1 timothy, mixed and alfalfa; St. Louis, timothy.

CAREFUL HANDLING PAYS

Careful handling often will get a high grade and a relatively high price for hay which otherwise would grade low and sell low, say specialists of the U. S. Department of Agriculture in a recent circular sent broadcast to hay producers. It is worth while to keep this fact in mind now that the harvest season for hay is approaching in many sections. The supply of the best grades of hay on the market is always light. This frequently may be attributed directly to poor handling and care. Quality always demands the best price, hence the greatest care should be exercised in harvesting and storing.

Do not store damp grain or hay unless you have adequate facilities for frequent "turning," otherwise they are likely to go out of condition. Few realize how small a per cent of moisture will cause otherwise good hay to heat and deteriorate. Never bale damp hay. Do not mix varieties. In most cases it can be avoided. It nearly always causes the commodity you are selling to grade low.

Remember at all times that there is nearly always

a better market for clean, dry and unmixed varieties of hay than for that which is damp, dirty, musty, mouldy, and off color.

ST. LOUIS HAY MARKET

Mullally Hay and Grain Company of St. Louis, Mo., in a late letter reports as follows: The hay market during the past week ruled steady and firm. The demand was right good for most all grades of timothy and clover mixed. No. 1 and choice were the minor portion of the offerings and most looked for, particularly so in small bales. The movement of hay here has been very free and the market kept well cleaned up right along and is in good condition for fresh arrivals. Our market is bare of pure clover and the demand good, particularly so for No. 1 and choice, sell from \$22 to \$23 per ton. There has been no new clover on the market yet. Choice new clover, if offered and in good condition, would sell from \$18 to \$20 per ton. Prairie hay continues scarce. Our market is bare of all grades of old and no new prairie has arrived here yet, and the trade here is unsupplied with prairie. Fresh arrivals of prairie will meet ready sale at a very high range of prices, and shippers should make a special effort to get some in promptly. Alfalfa hay is ruling steady with an excellent demand for No. 1 and choice, best selling up to \$24 per ton. Straw is in urgent demand and worth \$9.50 per ton. The feeling on hay here is strong. The market is bare of prairie and the trade is unsupplied. Our market is cleaned up on the best grades of timothy and well sold up on the lower grades. Alfalfa is meeting ready sale and our market is in good condition for fresh arrivals of most all grades. Shippers that have hay on hand should make a special effort to get it on this market promptly before the new hay begins to move.

WHAT OF HAY?

BY J. H. DEVLIN.
Manager, Albert Miller & Co., Chicago.

This is rather a perplexing question right now for those engaged in the hay industry. Very little has been said publicly, although a great deal has been said and thought privately by those most interested. The Government seems to have lost sight of the fact that hay is just as necessary for the sustenance of the live-stock of this country as is that of corn and oats. Great emphasis has been placed by

the Government upon the matter of an increased production of grain. The writer has failed as yet, however, to see any request for an increased production of hay. In fact, the hay crop has never received the attention it has deserved, and this lack of vision on the part of our leaders has interfered in the development of our hay industry as well as the livestock industry.

A large industrial concern allied with the hay industry has the following to say:

"The uncertain future of the hay business coupled with the price of grass seeds, are bound to have an effect on the hay production. There must be no recession in the hay production. This year must see every available place of tame and wild grass made into hay. Hay must be baled in quantities never before contemplated, for hay must be in shape to ship everywhere in this country and in Europe."

The same authority has the following to report as late as July 7: "The dark spot this week is the condition of hay, and to a certain extent alfalfa. Hay lands have not come through the winter in good shape, and added to this, the weather has been unfavorable for the best development of the hay grasses. Timothy fields look ragged and weeds are very much in evidence."

I quite agree with the above statement, I believe the demand for hay the coming year will far exceed that of any previous year, not only is the Government going to be an extensive buyer of hay, but the domestic demand we believe will exceed that of any previous year.

SMALLER ACREAGE:—The desire for increased production of grain and potatoes has resulted in the plowing up of a large acreage of hay land. In some states as high as 100,000 acres have been used and this, together with the winter killing of a larger acreage, being cause the short crop, which is estimated to be 25 per cent below normal, and we have recently received reports which we consider reliable, predicting the amount of hay available in some states as low as 50 per cent.

LACK OF LABOR TO REDUCE SUPPLY:—The

lack of labor is going to cut down the supply of hay to an extent greater than is realized by most people, this is especially going to be true in the securing of the wild hay crop. It is evident that a large acreage of wild hay will remain uncut.

ALFALFA SHORT:—The production of alfalfa this season is also reported to be far below normal, while nothing remains of the old crop. Demand for clover and alfalfa promises to be greater, however, this season.

OUR DUTY:—It is the duty of every person engaged in the hay industry to impress upon the producers the necessity of cutting and saving every available patch of hay.

LAST YEAR'S LARGE CROP:—Even with the large production of last year a shortage developed in some sections of the country and hay reached a price higher than ever before. What will be the result this year when we are promised a crop variously estimated at from 75 to 50 per cent normal and with a demand coming which possibly exceeds that of any previous period in our history.

A FLOURISHING FEED MILL

The feed business in New York state, on account of the amount of dairying carried on there, reaches large proportions each year and gives opportunity for many small feed mills throughout the state to build up a prosperous business.

Down in the southern part of western New York

of July 11: "Arrivals here today about 50 cars, taken together with the carried over stock, amounts to excessive offerings, and market rules easy. Bulk of No. 1 timothy selling at \$17.50; bulk of No. 2, \$16.50; sales made above or below, according to location. We rather believe prices are around the bottom, but there is no snap to the demand and it is hard to predict what prices will be for the next 10 days.

"A few cars of new Oklahoma prairie arriving, very coarse sloughy stuff, selling around \$12.00 to \$14.00; something in choice new Kansas or Oklahoma prairie would probably sell about \$17.00 to \$18.00. The arrivals, however, of prairie are not sufficient to establish any real quotations."

MICHIGAN SEED WHEAT

Michigan has not figured prominently in the past as a source of seed wheat, but since the experts at the Agricultural College of Lansing have developed the Red Rock strain of winter wheat, the state, and particularly Kent County where the growing of this variety has been taken up by about 40 farmers, will profit amazingly.

The new strain has a high milling value and is a prolific yielder, and it is expected that the accredited seed grown this year will bring a price not under \$4 per bushel. Michigan grain dealers



GARFIELD BLACK'S FEED PLANT, SCIO, N. Y.

is the town of Scio, the center of a wealthy farming and dairying community. Located there is the mill of Garfield Black, which not only supplies feed for the stock, but also makes a flour which stands high in the town and the surrounding country. The mill is on the tracks of the Erie Railroad and is conveniently placed and equipped for handling large quantities of flour and feed.

The mill has six stands of rolls, three reels, one scalper, one separator and smutter, one scourer, one cornmeal bolter, a cracked corn machine, a 20-inch Sprout, Waldron attrition mill, a 26-foot spiral steel conveyor for unloading cars and a Climax scoop truck. The power is supplied by three gas engines of 30, 25 and 5-horsepower, respectively. Five bins of 28 tons capacity each provides the grain storage and three sets of scales take care of the weights. The warehouse is commodious and a large amount of bulk feed has moved through it this season.

CHICAGO HAY MARKET

"The market is dull and easier for timothy," say Henry H. Freeman & Co. of Chicago, in a market letter of July 12. "Buying is light with dealers and consumers looking for lower markets. Our belief is that a stronger market will set in soon. We look for lighter receipts, as farmers will be very busy from this time on. Cutting hay and harvesting grain, which is close at hand, will take up the farmers' full time, especially so this year with help scarce. There seems to be more old hay than was expected. However, it is all going to be needed and will continue to sell to advantage. No new timothy hay has arrived as yet and we consider it will be fully 10 days later than usual making its appearance on the market in any quantity.

"Some new Kansas and Oklahoma prairie hay is arriving. However, it is of a very low grade, coarse and sloughy, not the kind of hay that sells to advantage. We look for shipments of this commodity to increase and can say that nice upland new or old will bring a good price as stocks are entirely exhausted. None of this class of goods has arrived for some time."

Walters Bros. of Chicago say in market letter

and millers have shown activity in spreading information concerning Red Rock and there is little doubt but that the propagation and sale of the pedigree seed will become an important adjunct to the agricultural activities of the state.

AT its recent annual convention, the Fire Underwriters' Association of Minnesota and North Dakota appointed 180 members to inspect grain elevators in Minnesota, Wisconsin, Montana and the Dakotas.

THE Canadian Northern Railway announces that up to June 1 of the present crop year, which began on September 1 last, they handled 58,477 cars of grain originating from the territory served by its lines in the three prairie provinces—Manitoba, Saskatchewan and Alberta.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FLOUR AND MILL FEEDS

Mixed cars of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. ANSTED & BURK CO., Springfield, Ohio.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

MACHINERY

FOR SALE

Our grain elevator and corn mill was destroyed by cyclone. We want to sell all the machinery cheap. G. B. & C. M. GRIFFIN, Charleston, Ill.

GASOLINE ENGINES FOR SALE

From 1 to 10 horsepower. Rebuilt. Bargains. Write for complete list. Also oil engines. STANDARD SCALE CO., 165 North May St., Chicago, Ill.

FOR SALE

One Eureka Oat Clipper and one Eureka Separator, slightly used. For particulars, address N. C. FOSS, Purchasing Agent, Ann Arbor Railroad, Toledo, Ohio.

FOR SALE CHEAP

Several double cleaners for grain or seed. Want to close at low price. Successfully used by hundreds of grain men. For full particulars, write JOHNSON & FIELD MFG. CO., Racine, Wis.

FOR SALE

Meyers' Automatic Engine, 80 horsepower, 12x18 cylinder, 250 r. p. m.; 4-ft. fly wheel with eight grooves per 1 inch. This engine is in excellent condition. MERCHANTS' ELEVATOR CO., Davenport, Iowa.

REBUILT SCALES FOR SALE

In first class condition. Wagon scales, 5, 6, 8 and 10-ton capacity, various size platforms with double beam. Also warehouse, dormant and portable scales. All well-known makes. Write for complete list and special price. STANDARD SCALE CO., 165 North May St., Chicago, Ill.

ELEVATORS AND MILLS

FOR SALE

Transfer elevator, warehouse and feed mill in western New York State. BOX 752, Buffalo, N. Y.

BAGS

FOR SALE—BURLAP BAGS OF EVERY KIND

New or second-hand, plain or printed with your brand; seamless cotton grain bags; sample bags; burlap, cotton, sheeting, or paper for car lining, etc.

Wanted: Second-hand bags; best prices paid. WILLIAM ROSS & CO., 409 N. Peoria St., Chicago, Ill.

THE SYKES COMPANY

930 West 19th Place, Chicago

MAKERS OF FIREPROOF WINDOWS

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

We make a specialty of

Corrugated Iron and Metal Roofing For Grain Elevators

And take contracts either for material alone or job completed. Write us for prices. We can save you money.

A SIMPLE TEST FOR LUBRICATION

BY N. G. NEAR.

Lubrication of gasoline engines is not as "mysterious" a matter as it used to be on account of the present positive methods of feeding lubricant via mechanical oilers, the splash system, and even ordinary lubricators are better now than they were in days gone by. They are more reliable.

However, the question always stands—How do I know that my engine is getting the *right* amount of lubricant? It is said that too much is better than too little, but we don't want to give an engine too much oil because good oil is expensive. And if we give an engine too little oil we must remember that the reboring of cylinders is expensive also, to say nothing of the cost of new piston rings.

The writer hit upon a plan a few years ago to test gasoline engines by way of the "flywheel method" and found it to be a pretty good idea. I do not know of any other method that will give results as accurately and as simply. All you need is a common watch on which there is a second hand.

The scheme is this—When your engine is running at normal speed, with all load thrown off, suddenly close the needle valve and from that instant take the time required for the engine to come to a dead stop. That's all there is to it.

It is evident that if an engine is running along at a speed of 300 r.p.m. today and if it takes 50 seconds for it to come to a stop, it will require 50 seconds to come to a stop tomorrow also, all other con-

ditions being the same. Do you get the idea? If lubrication is poorer tomorrow the engine will come to a stop sooner. If lubrication is better tomorrow the engine will come to a stop later tomorrow.

This is true because the weight of an engine flywheel is a constant quantity day after day and year after year. If a given flywheel weighed 2,000 pounds in the year 1900 there is no reason why it shouldn't weigh the same amount this year. And if the speed of the engine is the same year after year the energy stored in the flywheel is always a constant quantity also. Therefore, if the friction is always the same the amount of time required for the flywheel to come to a stop should likewise always be the same.

It is plain, now, that this method can be nicely used for determining the amount of lubricant to use. The idea is to use enough lubricant to permit the stopping time to be a maximum. Use as little as possible. Yet, keep the engine a-going as long as you can. That's all there is to it.

The rest is so simple that I believe further explanation to be unnecessary. Anybody who has any judgment at all will know just what to do after understanding the fundamental principles of this method, and the principles are certainly easy enough to grasp.

Later on I may go into this method a little further. I have studied the flywheel method mathematically as well as practically and have derived rules that I believe will be of interest.

SELLER MUST MAKE AS GOOD A DELIVERY AS POSSIBLE

New York.—We sold 1,000 bags of beans to a concern at a price c. i. f. New York. These beans were shipped by steamer from the point of origin in our name and consigned to ourselves. We included in this shipment on the same bill of lading 100 bags for our own account. After the merchandise arrived in New York the buyer paid the draft, and we gave him the original bill of lading for 1,100 bags, and also insurance certificate, both properly endorsed, which he accepted. We also notified the transportation company of our action in the matter, authorizing them to deliver to buyer his 1,000 bags. When this shipment arrived in New York a certain percentage was damaged and delivered to the purchaser of the 1,000 bags (the damage was not sufficient to constitute a claim against the marine insurance company). The purchaser claims that as we included 100 bags of our own goods on this bill of lading the entire damaged portion was for our account. We claim, however, that, as we sold the 1,000 bags c. i. f. and gave him the insurance certificate that the most that he could claim was one-tenth of the damaged portion was for our account and nine-tenths of the damaged portion was for his account. Please give us your opinion. A. B. C.

Reply.—A seller is bound to carry out his contract to the best of his ability. This seller sold and agreed to deliver 1,000 bags of goods which were, of course, to be in as good condition as possible. When the goods arrived it was possible for the seller to deliver to the buyer a larger proportion of undamaged goods than he actually did deliver; and it was his duty to make such delivery and in this way to carry out his contract to the best of his ability.—*New York Journal of Commerce.*

MERCHANTS' EXCHANGE

ST. LOUIS

GRAIN RECEIVERS

Nanson Commission Co.

(INCORPORATED)

GRAIN AND HAY

202 Chamber of Commerce

Write Us for Full
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ST. LOUIS

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Crabbs-Reynolds-Taylor Co., grain, seed.*†

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Ayres Mercantile Co., F. C., grain, hay.*†
Best & Co., J. D., grain, hay.*
Crescent Mill & Elev. Co., wheat, corn, oats.*
Denver Elevator Co., The, grain merchants.*
Farmers Grain Co., receivers and shippers.*
Harrington-Plumer Merc. Co., hay, grain.
Hungarian Milling & Elevator Co., grain.
O'Donnell Grain Co., wholesale grain.*

DETROIT, MICH.

Dumont, Roberts & Co., receivers, shippers.*

DULUTH, MINN.

White Grain Co., grain and hay.*†

EVANSVILLE, IND.

Small & Co., Inc., W. H., field seeds, grain.*

FRANKFORT, IND.

Frank & Co., Wm., grain brokers.*

INDIANAPOLIS, IND.

Boyd Grain Co., Bert A., grain commission.*
Kendrick & Sloan Co., receivers and shippers.†
Merchants Hay & Grain Co., rec. & shippers.†
Miller Grain Co., receivers and shippers.†
Shotwell & Co., C. A., com. grain and hay.†
Urmston Grain Co., grain commission.*†
Witt, Frank A., grain commission and brokerage.

KANSAS CITY, MO.

Christopher & Co., B. C., grain commission.*
Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., corn and oats.*
Peirson-Lathrop Grain Co., grain com.
Peppard Seed Co., J. G., alfalfa seed, millet.
Western Grain Co., shippers grain and feed.*

LANCASTER, PA.

Eby & Son, Jonas F., receivers and shippers.*†

LUFKIN, TEXAS.

White Grain Co., seeds.

MANSFIELD, OHIO.

Goemann Grain Co., grain merchants.*†

MEMPHIS, TENN.

U. S. Feed Co., receivers and shippers.

MILWAUKEE, WIS.

Bell Co., W. M., grain and seeds.*
Cargill Grain Co., receivers and shippers.
Courteen Seed Co., seeds.
Donahue-Stratton Co., buyers and shippers.*
Franke Grain Co., receivers and shippers.*
Mohr-Holstein Commission Co., grain com.
Taylor & Bournique Co., corn, oats, barley.*
L. Teweles Seed Co., seeds.

MIDDLE POINT, OHIO.

Pollock Grain Co., track buyers, hay, grain.†

MINNEAPOLIS, MINN.

Gould Grain Co., grain merchants.
McCaull-Dinsmore Co., com. merchants.*
Quinn, Shepherdson Co., grain merchants.*
Scroggins-McLean Co., receivers and shippers.

NEW CASTLE, PA.

Hamilton Co., hay, straw, grain, millfeed.*

NEW YORK, N. Y.

Forbell & Co., L. W., com. merchants.*
Travis, Inc., Wright S., grain, hay, flour, feed.

NORFOLK, VA.

Colonial Cereal Co., wheat, corn, oats, etc.

OMAHA, NEB.

National Grain Co., grain commission.*

PEORIA, ILL.

Buckley, Pursley & Co., merchants.*
Grier & Co., T. A., grain commission.*
Miles, P. B. & C. C., grain commission.*†
Mueller Grain Co., receivers and shippers.
Rumsey, Moore & Co., grain commission.*
Tyng, Hall & Co., grain commission.*

PHILADELPHIA, PA.

Delp Grain Co., E. E., grain and feeds.*
Graff & Son, L. G., grain exporters.*
Miller & Sons, L. F., receivers and shippers.*†
Richardson Bros., grain, flour, mill feeds.*
Rogers & Co., E. L., receivers and shippers.*†
Young & Co., S. H., grain, flour, alfalfa, feed.*

PITTSBURGH, PA.

Heck & Co., W. F., grain, hay, mill feeds.*†
Herb Bros. & Martin, grain and hay.†
McCague, R. S., grain and hay.*†
Smith & Co., J. W., grain, hay, feed.*

RICHMOND, VA.

Adams Grain & Provision Co., grain, hay.†
Beveridge & Co., S. T., grain, hay, feed.*†

ST. JOSEPH, MO.

Elwood Grain Co., receivers and shippers,
St. Joseph Public Elevator Co., public storage.
Marshall Hall Grain Co., receivers, shippers.

ST. LOUIS, MO.

Elmore-Schultz Grain Co., receivers, shippers.*
Goffe & Carkener Co., grain, hay, seeds.*†
Graham & Martin Grain Co., rec. exclus.*†
Langenberg Bros. Grain Co., grain com.*†
Marshall Hall Grain Co., rec., shippers, & exp.*
Mullally Hay & Grain Co.*†
Nanson Commission Co., receivers, shippers.*†
Picker & Beardsley Com. Co., grain, hay.*†
Prunty, Chas. E., grain and seeds.
Schisler-Corneli Seed Co., seeds.
Toberman, Mackey & Co., grain, hay, seeds.*†

TOLEDO, OHIO.

King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*†
Wickenhiser & Co., John, grain dealers.
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WASHINGTON, D. C.

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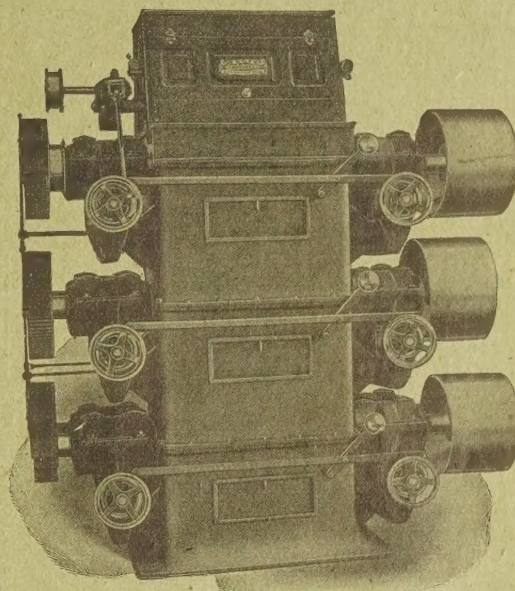
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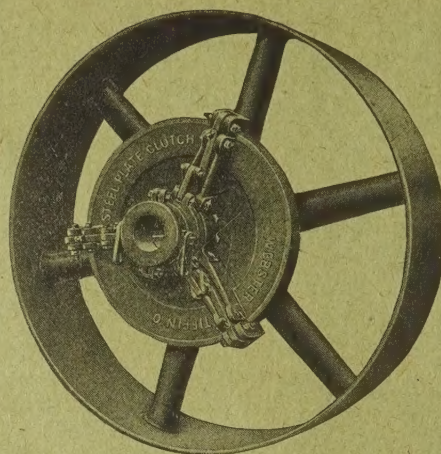
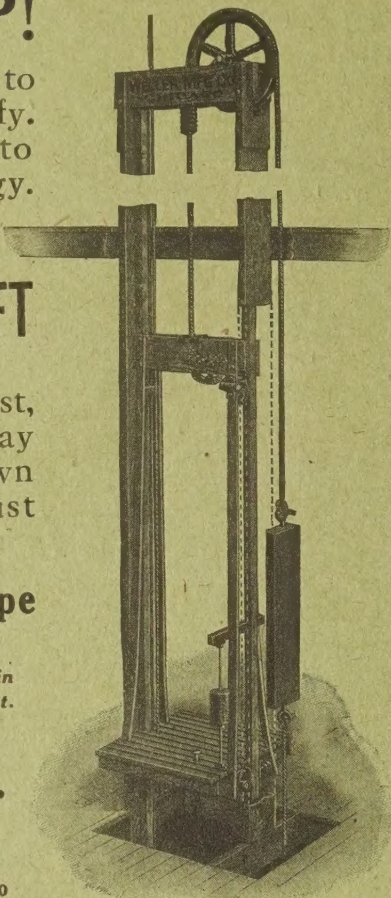
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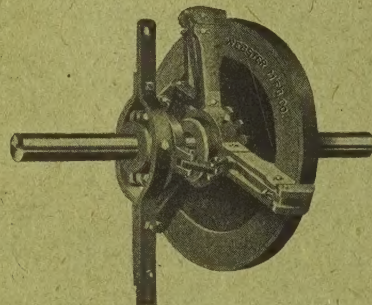
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